

THE PROVINCES OF CANADA SERIES

British Columbia

J. C. Boyes



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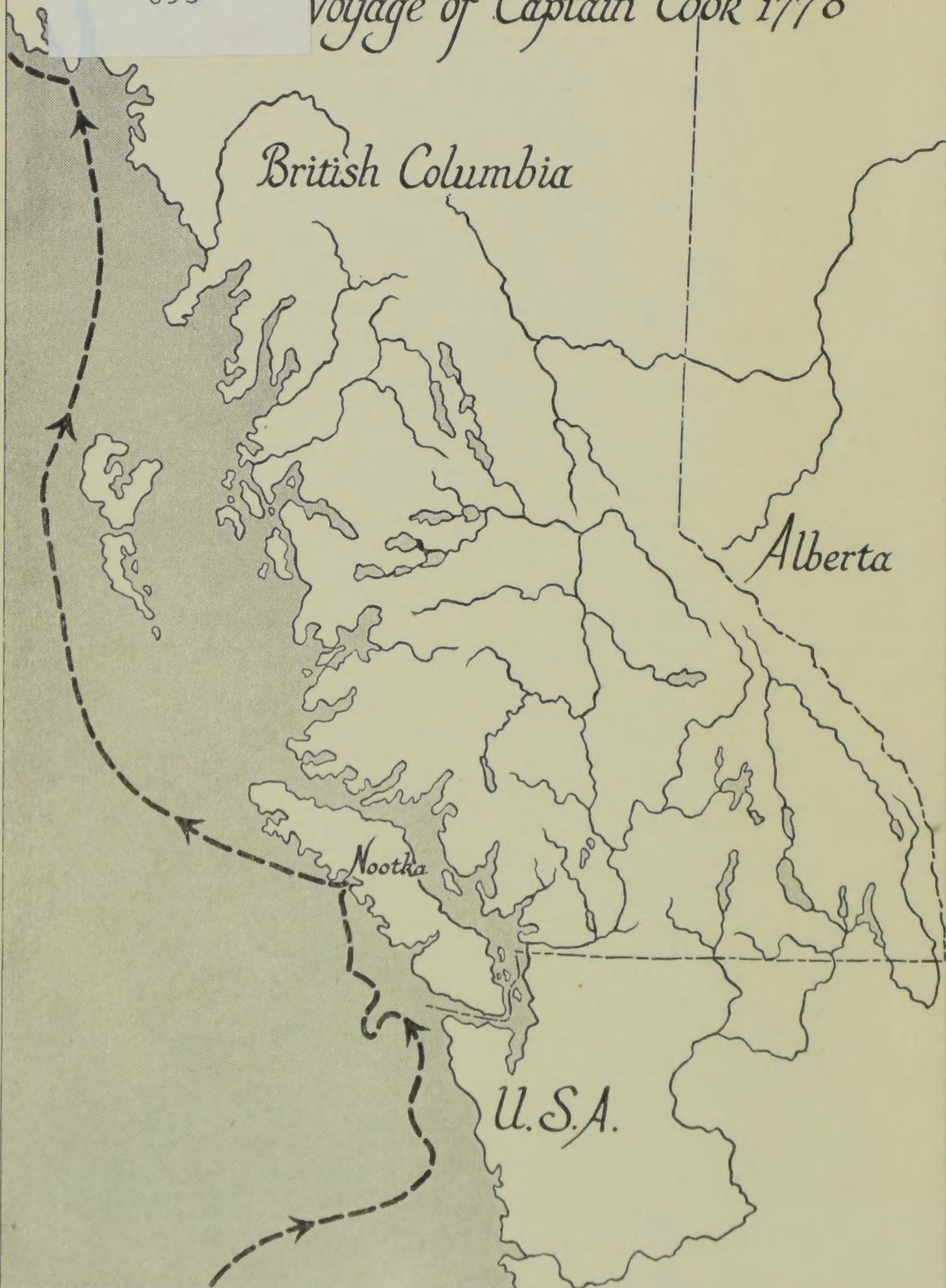
Voyage of Captain Cook 1778

British Columbia

Alberta

Nootka

U.S.A.

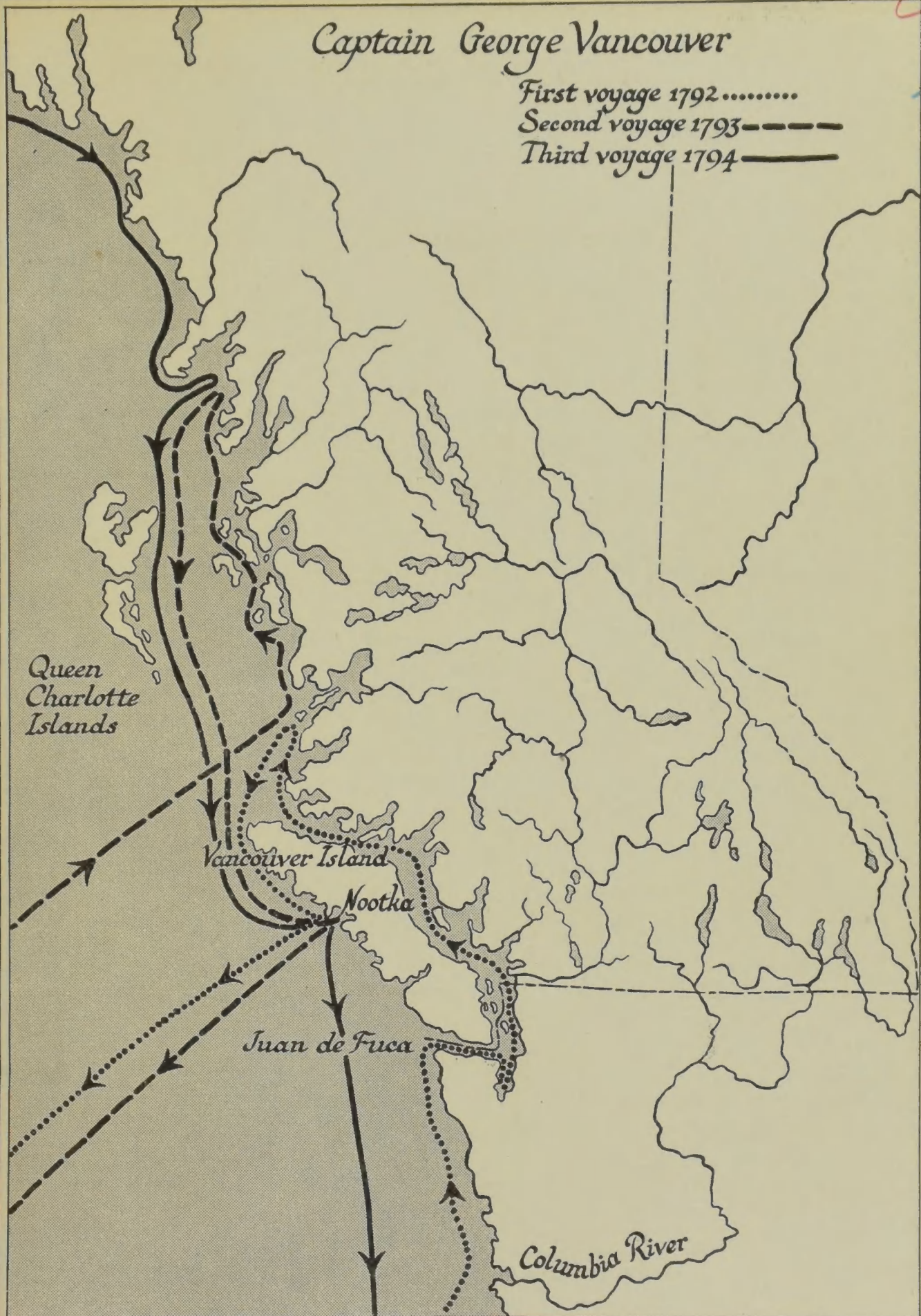


Captain George Vancouver

First voyage 1792.....

Second voyage 1793-----

Third voyage 1794—————





THE
PROVINCES OF CANADA



A SOCIAL STUDIES SERIES

British Columbia



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THE PROVINCES OF CANADA SERIES

British Columbia

by

J. C. Boyes



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Animated Map of British Columbia

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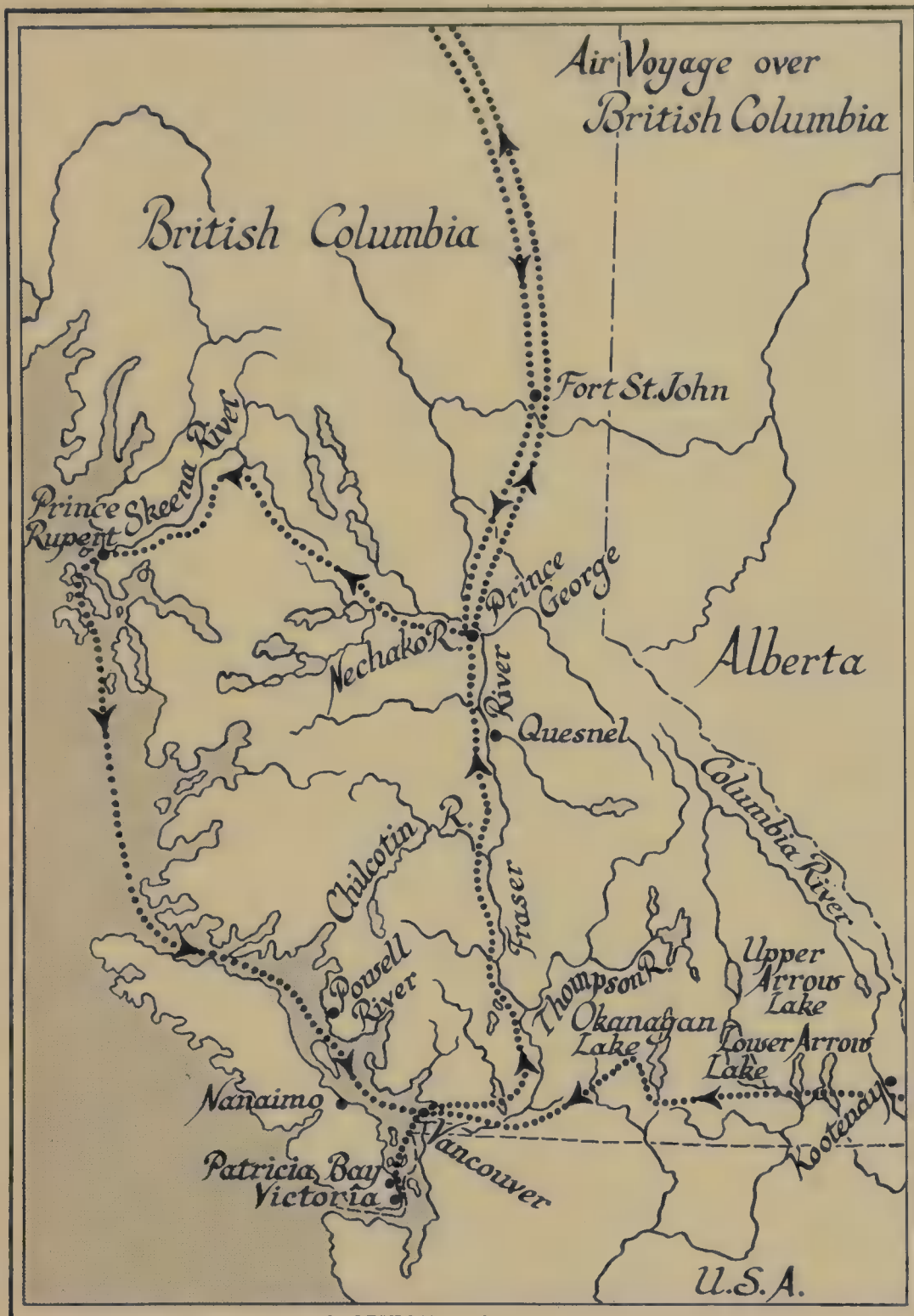


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Daffodil Field, Vancouver Island

Chapter I

Geography

LETHBRIDGE TO VANCOUVER

WE WERE interested in British Columbia. We knew that the best way to see a new country was from the air, so at Lethbridge we boarded a big silver plane and headed west.

As the plane left the field, we saw the rolling foothills below. The plane climbed higher and higher, then levelled off for its flight over the mountains. It is difficult to describe the feeling we had as we approached the mountains. We could not help being surprised to see the sudden change in the appearance of the ground below. We had been flying over flat prairie land; then we came to the mountains, and suddenly the earth's surface was unbelievably wrinkled and broken and folded. Seen from the ground, the mountains impress one with their majestic height; but seen from the air, they impress one with their extent. As far as the eye could see, there was the broken upheaval of the earth's crust. We were filled with wonder at the convulsions which had heaved up these mighty peaks.

Soon we had passed over the snowy crests of the Rockies. Beneath us we could see a deep, green valley running from south-east to north-west. The hostess told us that two great rivers were born in that valley. One was the Columbia River which flowed north for many miles before turning towards the south. The other was the Kootenay River. It flowed south for a long distance before turning towards the north.



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Sinclair Canyon, Kootenay National Park

In a short time we were over another great mountain range, the Selkirks. This was a wild and fearful barrier, but from our position it was a wonderful sight. In a few minutes another valley appeared beneath the wings. A long narrow lake stretched for miles up and down the valley. We caught glimpses of boats on the lake, some of them quite large. The hostess told us that the Kootenay River, which had paid a

visit to the United States, had come home for a rest, and this lake, Kootenay Lake, was its resting place. It looked beautiful from the air, and the people living in the homes and villages which dot its shores find it just as beautiful from their point of view.

Following the long western arm of the lake, we passed over the city of Nelson and followed the Kootenay River

westward to its junction with the Columbia. Glancing northward, as the plane was leaving Bonnington Falls, one passenger noticed a large lake in another valley. The hostess informed us that this was Slocan Lake and that it was in the centre of a mining area.



Giant Smelter at Trail

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Before she had finished her explanation we were over the Columbia River. Glancing northward, we could see the winding shoreline of the Arrow Lakes. As we looked to the south we saw the tall chimneys and massive buildings of the smelter at Trail. Even from our position they appeared big.

Once more we were over the mountains and for some time crossed a series of rugged hills with narrow valleys between them. There were rivers and lakes between the

steep sides of the valleys. In one of the wider valleys, great fields of white flowers were growing. These were fields of onions, grown for seed, and they looked very beautiful from the air. Passing another high range, we dipped into a broader valley, the valley of the Okanagan. This time, having decided to see a bit of the country, we followed



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The Okanagan Valley at Oliver

the river northward to the lake. Bright little cities, Osgoos, Oliver, Penticton, Summerland, Peachland, and Kelowna, appeared in turn. These had been built on the river or or on the shores of Okanagan Lake. They seemed to be beautiful cities, surrounded by well kept orchards and linked together by a good road. After taking a quick look at Vernon and Armstrong, we headed west again. Climbing over another range of mountains, we saw beneath us the

rolling hills of the Nicola country where bands of wild horses roam the ranges and fat cattle graze on the more level parts of the plain.

Now we faced the last barrier between us and the coast. We climbed high over the old trail toward Hope and, having passed the crest, glided down to see the little city which was once a busy port for river steamers. As we left the little town behind, we looked westward and saw the valley growing wider as it neared the sea. There were islands in the river. Looking more closely, we could see that these were diked, and then we saw that the banks of the river were diked as well. We were told that in the early summer great floods of brown water, which were caused by the melting snow, roared out of the canyon above. Only strong dikes could save the rich farms of the valley from being flooded and destroyed.

We could see beautiful farms on both sides of the river. Little cities such as Agassiz, Chilliwack, Abbotsford, Mission, Langley Prairie, and Port Haney flashed by; and there, near the mouth of the river, we saw New Westminster. Built on a hill, overlooking the Fraser River, it looked interesting, but we had to hurry on. In a few minutes the engines ceased to roar and we knew we were near the end of the run. As we fastened our belts, we watched the delta lands of the river mouth flash past, then we landed safely at Sea Island airport, the airport of Vancouver.

What a busy place that was! Planes from the east and west, the north and the south, roared off the runways or landed gently every few minutes. Crowds of people came and went, some saying good-bye to friends leaving for Australia, others waiting for friends to arrive from Toronto,

New York, San Francisco, or Dawson City. What a place to study geography!

VICTORIA AND ESQUIMALT

We found that our plane for Victoria was now ready. We



Portland Canal, looking south

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took our seats, fastened our safety belts, and waited for the signal to take off. Soon we were roaring down the runway—this time heading out over the sea. Since we did not need to climb very high, we could watch the scene below. Dozens of small boats floated idly near the mouth of the river. These were fishing boats, drifting with their nets spread across the channel. They were catching salmon. Farther out, other boats were chugging back and forth with trolling lines attached to long poles which projected from

the sides of the boats. They, too, were catching salmon. Soon we began to pass over islands, dozens of them. Some were small, just a pile of rock; some were large, large enough for roads, schools, summer resorts, and lovely farms. All of them were beautiful with their white beaches



Legislative Buildings, Victoria

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and deep green forests. In a few minutes we passed over a very large island, called Salt Spring Island; then we began to descend to the airport at Patricia Bay. (During World War II, many hundreds of young fliers who trained there called it Pat Bay).

Before taking to the air again, we decided to see Victoria and Esquimalt. We took the bus to town. That was an

interesting ride through berry farms, flower-seed farms, fruit farms, and dairy farms. Then we came to the oak trees and winding streets of the beautiful capital city of British Columbia. We couldn't stay long enough to see everything. However, we did see the parks, the Parliament Buildings, the Naval Base at Esquimalt, some of the more beautiful homes, and the great Empress Hotel on the harbour. We stayed here the night as there was a long trip ahead of us for next day.

THE FRASER VALLEY

Early morning found us at Patricia Bay, and soon we were in the air again. Sunrise on the Gulf of Georgia was a wonderful sight. In the south-east, Mount Baker lifted its pink-tinted snows against the morning sky. To the north-east the dark masses of the Coast Range formed a solid barrier as far as the eye could reach. We rushed towards the low area between the two mountain masses and settled gently on the runway at Sea Island in time for breakfast.

We were soon up and away. This time we had to circle over Vancouver and had a clear view of the bay, the harbour, the great buildings and bridges of this famous port. Even from our height we could see that the harbour was crowded with ships. We could also see the smoke of many locomotives as they moved up and down the crowded yards on both sides of the harbour. All too soon we had to leave this busy scene and head inland. Since we had followed the Fraser on our trip from Hope to the coast, our pilot decided to take a different route. He wheeled over the Lions, and followed the silvery waters of Howe Sound. It is a

real fiord, steep mountains plunging straight into the ocean, and rocky islands dotting its surface. Soon we passed a great mine on the eastern shore. We were told that this was Britannia Mine, one of the great copper mines of the British Empire. A great pulp mill flashed past on the western shore and soon we reached Squamish, the little town with the long pier at the head of the Sound.



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Fraser River Canyon at Mile 144.8

We could see that a railway ran out on this long pier. A few questions from us started an old-timer talking. He told us that this had been one of the trails followed by the early fur traders. Now the trail was destroyed but a railway, the Pacific Great Eastern, followed the old route. We could see the rails as he told his story. They wound in and out as they followed the winding course of the Cheakamus River. They crossed and recrossed the roaring stream, and we wondered how the builders had been able to lay a track in such a wild canyon. Soon the tracks reached a plateau which was more level. Lakes and meadows linked

by clear streams made a beautiful picture. Clearings could be seen, and here and there tiny settlements were being built.

Very soon we came to a large river flowing south, and our pilot swung in that direction, to follow its course. Meadows gave place to forests, and beyond the forests we saw a lake shining in the bright sunlight. Out over Harrison Lake we were delighted with the scenery. On both sides, the mountains were heavily wooded. Steep cliffs rose in many places straight out of the deep, clear waters. Seeing boats and canoes, we began to look for a settlement. There, at the southern end of the lake, stood a beautiful hotel with many smaller buildings clustered around it. We found that this place had grown up around some hot springs and that many people went there to cure their ills.

We roared over the little settlement, followed the green waters of Harrison River for a short distance and were once more over the Fraser. This time we turned eastwards and headed towards the grim masses of the Cascade Mountains. Passing over Hope once more, we sped up the river to the little village of Yale. It was here that the little paddle steamers used to stop and unload supplies for the miners of the interior. What brave men those skippers must have been to take their ships into the current that swirled out of the great canyon beyond! As we sailed along, high above the river, we looked down on the wild scene below. In the centre was the foaming river, on either side two gleaming rails clung to the sides of the canyon, and the white ribbon of the highway crossed from the west to the east bank as it sought the easiest grades. Mile after mile passed. Little settlements and small stations passed beneath the wings. At one spot we saw the buildings which

housed the men who built the channels for the salmon at Hell's Gate. Soon the cable car came into view as it moved slowly across the river at North Bend. Then Lytton was below us and the clear waters of the Thompson River rushed into the Fraser and were lost in the muddy stream.



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Hell's Gate Canyon

We had noticed that the farther we got from the sea, the lighter grew the vegetation. By now the heavy forest of the coast had been left behind. Scattered trees, many small and twisted, were struggling to live on the hill sides. The railways left the Fraser and followed the Thompson eastward. The Trans-Canada Highway swung eastward also at this point. If we had had a few minutes to spare, we could

have followed this beautiful valley and paid a visit to Ashcroft and Kamloops but our route lay to the north and we had to hurry on.

Still following the Fraser, we soon reached Lillooet. As we looked towards the west we could see two long, narrow lakes. These were Seton and Anderson Lakes. A railway



Barkerville Church

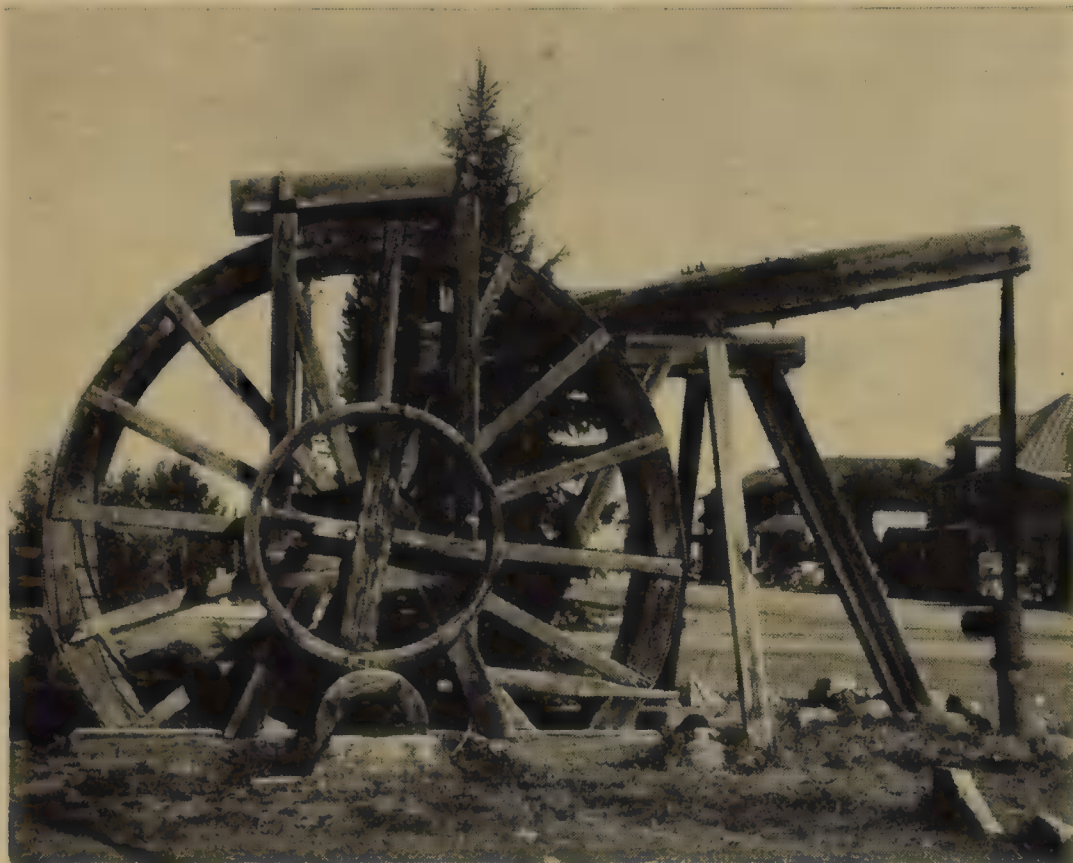


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Cariboo Gold Field Plaque

followed the rocky shores. We found that this was the Pacific Great Eastern again. We saw that it crossed the river, followed the eastern bank for a time, then climbed into the hills and headed off for Clinton. The Bridge River came into view, and we were told that two great gold mines, the Bralorne and the Pioneer, were located just a few miles up this stream.

By now we noticed that the surface of the country was changing. Jagged mountains had given place to rounded hills. Here and there flat areas appeared on the hilltops,

and great meadows lined the floors of the valleys. We learned that the high rolling country to the west of the river was called the Chilcotin. It was famous for wild game of all sorts and is now growing in importance as a cattle country. Not many people live there as yet. The winters are severe, and the roads are not good. However,



Cornish Pump, Quesnel

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more people visit it each year and all seem anxious to return.

To the east of the river is the Cariboo. Gold in its streams was the magnet which attracted the early settlers. Rich land in sheltered valleys induced many people to stay there when gold became scarce. As we flew over such places as Alexandria, Soda Creek, and Quesnel, we were told of the

glories of Barkerville and of the old creeks which produced the gold that made Barkerville famous. There is gold in the hills of the Cariboo to-day, but heavy machinery is necessary to secure it. There is more gold in the herds of cattle which live on the great ranches and many men are working to secure that gold. If we had had time to stop at Williams Lake we might have seen the stampede, horses, cattle, cowboys, and dust. However, we had to hurry on.

We still followed the winding course of the Fraser. Soon a large river appeared to the west of us and we learned that this was the Blackwater River. Alexander Mackenzie followed this stream when he made his journey to the Pacific a long time ago. Soon another great stream joined the Fraser from the west. Where the two rivers met, a busy city had been built. This was the city of Prince George. We could see a large airfield but we did not stop. A railway ran through the city. It crossed the Fraser from the east and followed the Nechako into the hills to the west.

THE PEACE RIVER BLOCK

The country had changed again. Forests, streams, and lakes stretched in every direction. The brown waters of the Fraser were joined by many small rivers and the country looked wild and dangerous. We flew steadily northward, leaving the Fraser behind. In a short time we came to the Parsnip River, a large stream which flowed north. We flew over it for many miles. Where it joined a stream coming from the north, we saw the tiny settlement of Findlay Forks. Here we turned eastward and followed the Peace River to the Peace River Block. This part of British

Columbia is really a part of the Great Central Plain. It is a rich, rolling land with great farms and many small settlements dotting its surface. Here we landed at Fort St. John and took time to visit with the people of the city.

We found that the people of this area were expecting a road and a railroad from the coast. They had grain and cattle to sell. Near Hudson's Hope were rich beds of excellent coal; and oil had been found near by. The Alaska Highway linked them with Alaska and Alberta. A bus ride of some fifty miles to Dawson Creek was a thrilling experience. In this thriving centre the people were busy and happy. They, too, were waiting for the road to the coast. They knew it was nearly completed. They knew it would bring many visitors to their beautiful valley. Better still, it would help them to get their goods to market. Great stretches of fertile land are available for the newcomers. The pioneers are certain that the road and the railroad will bring the settlers and that the valley will become rich and prosperous.

NORTHERN BRITISH COLUMBIA

All too soon we were in the air again. Now our course lay to the north-west and below us we could see the winding white strip of the Alaska Highway. The plain gave way to rocky peaks and tangled valleys with white rivers roaring along their floors. Forests clothed the sides of the hills and formed a green background for the many beautiful lakes over which we flew. There were few settlements in these great valleys, and no clearings for many miles. In a few hours we passed near Atlin, on Atlin Lake, and we knew

that we had nearly reached the northern boundary of the province. A few minutes later we were told to fasten our seat belts. The engines ceased to roar and we glided in to a landing at White Horse, in Yukon Territory. We had seen many things that day but we had not finished our journey. We had yet to see the coast of British Columbia.

Because the United States owned the coast on the northern half of the province we decided to return to Prince George and go to the coast from that point. The plane for Prince George was due to leave in two hours, so we ate a good meal and spent the rest of the time looking at the northern lights. They were beautiful against the dark northern sky.

Again we roared off the runway and headed eastward. Since it was now dark and we were tired, we went to sleep. We had seen the country a few hours before and felt that there was nothing more to see. We missed seeing the lonely lights of the small, emergency landing fields which lay along the route. What a lonely life those men must live who care for these fields! How pleased our pilot must have been to see those lights gleaming through the darkness!

PRINCE GEORGE TO PRINCE RUPERT

As dawn broke we landed at Prince George. A plane for Prince Rupert was leaving in an hour. This gave us time for a wash and a good breakfast, and we enjoyed both. Soon we were in the air and following the Nechako to the west. The Canadian National Railway line followed the river closely. In this valley were many farms and small settlements linked by the railway and by a highway which ran near by. Many trees had been cut from the valley and

from the nearby hills. There were logs in the river and mills along its banks. We passed lakes of all sizes and shapes, some with settlements on their banks, others showing no sign of having been visited by man. Settlements such as Vanderhoof, Smithers, and Burns Lake came and went. We had crossed a divide before we knew it and were now following a stream which flowed westward. This was the Bulkley. It joined the Skeena at Hazelton and we turned westward to follow the Skeena to the sea. As we glanced down, we saw that the road and the railway were still with us. The river began to widen, then on the horizon we saw the silver of the sea, and in a few minutes we landed at Prince Rupert on Kaien Island. It did not look very big from the air but when we entered the city for a visit we found it very busy. Fishing seemed to be the main topic of conversation and fishing boats of all sizes and shapes were crowded into the harbour. During the war, hundreds of ships and thousands of tons of freight had passed through this busy port.

THE WEST COAST

From here back to Vancouver we had to use a sea plane. We found it in the harbour all ready to leave, so we quickly went on board. The engines roared as we headed out to sea. We began to bounce over the waves and with one last bounce we were in the air. As we headed south through Hecate Strait we learned that off to the west lay the Queen Charlotte Islands. There were many islands in the group, but the two largest ones were best known. They were Graham Island and Moresby Island. From the forests of

these islands came the great spruce logs which gave us the fine lumber for our planes.

On our left was one of the wildest coasts in the world. Wild masses of rock ran down to the sea. Long narrow inlets filled the winding valleys between the mountains.



Moss on Trees, Queen Charlotte Islands

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Islands, large and small, lined the coast. As we looked down we could see steamers ploughing through a narrow channel between the islands and the mainland. This was the famous Inside Passage. It is used because it is protected from the great rollers of the Pacific.

In about an hour's time we looked to the east and saw Ocean Falls. Here a great pulp mill makes paper for the

world to use. We could not see Bella Coola but learned that it lay at the head of the next long inlet where the Bella Coola River joined the sea. Still the islands came and went while fishing boats, tow boats, and steamers left white lines on the green water beneath us.

In a short time we saw a dark mass to the west and learned that this was Vancouver Island. It seemed rough and wild at its northern end and we were told that it was a rugged area. Roaring south-east over Johnson Strait we could see that loggers had been busy on many of the islands and on the slopes of the mountains on Vancouver Island and the mainland. The raging tides of the narrow channels turned the waters white and we wondered how the little ships could travel through such "rips". We learned that they waited for "slack" tides in the more dangerous areas.

Once more we reached an area where clearings and settlements became common. Campbell River, where the big salmon are caught, came and went. Soon we passed Courtenay and Comox with their lovely farms surrounding them. Qualicum, with its white sands, came into view and we learned that to the west lay the growing cities of Alberni and Port Alberni at the head of Alberni Canal.

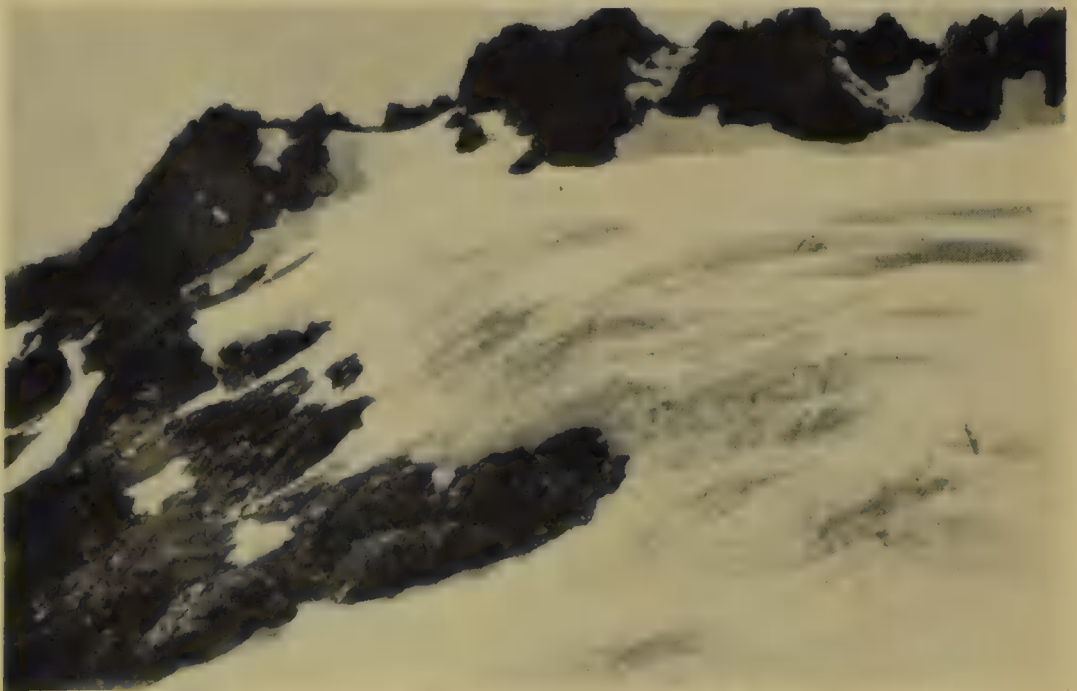


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Cruikshank's Canyon, Forbidden Plateau, V.I.

By now we could see in the distance Nanaimo, where coal was secured in great quantities for many years. But we turned to the east and crossed over Texada Island. We saw Powell River where a great paper mill has become the centre of a growing and prosperous city. Turning slightly south, we passed along a beautiful coast studded with tiny clearings and summer homes. Bowen Island came into view and hundreds of canoes and small boats dotted the sheltered waters of Howe Sound. Once more we roared across English Bay, swept low over the University of British Columbia on the heights of Point Grey, and glided in to a landing at the Sea Island airport. We had been over most of the province. We had seen many wonderful sights; but we knew that there would be much more to see when we could follow the trails which we had seen from above.

Della Glacier, Strathcona Park, Vancouver Island

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Downtown Vancouver, showing Marine Building—North Shore in the background



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Totem Poles, Kispiox

Early Days in British Columbia

FUSANG

LONG before Columbus made his famous voyage to America, British Columbia had some strange visitors. About 499 A.D. a Chinese ship reached the shores of Vancouver Island. When the story of the voyage was written, this territory was called Fusang. We cannot tell whether the voyage was planned or not. The ship might have been blown across the Pacific by a great storm. However, the visit seems to have taken place and adds to the history of the coast.

SIR FRANCIS DRAKE

The first European visitor to the British Columbian coast was Sir Francis Drake. He had set out to make a voyage around the world. On his way around South America he made himself very unpopular with the Spaniards by capturing their ships and plundering some of their settlements. Soon his ship, the *Golden Hind*, was loaded down with gold, silver, and jewels. When he thought of the problem of getting his precious cargo back to England, he became a little worried. If he attempted to return by the same route, he might be met by a large fleet of Spanish ships. There were two other possible routes. He might be able to find the North-West Passage across North America. This would be the shortest way home. If he could not find this passage,



Archives of British Columbia

The Golden Hind

he could sail across the Pacific and return by way of the Cape of Good Hope, as Magellan had done. It was a long but fairly safe route to England.

In his search for the North-West Passage he sailed up the coast of North America to San Francisco Bay. Here he stopped to clean and refit his ship. He found the natives friendly, and enjoyed his visit. The Indians must have enjoyed his company, for they crowned him king of the area. He gave the name New Albion to his kingdom.

When his ship was ready for sea, he turned northward and searched the coast almost as far north as Cape Flattery. He had seen no signs of an opening in the rocky coast. Fogs and rains were increasing as he sailed north. Fearful of losing his ship, he turned westward and sailed for home by the route which he knew existed. This visit to the Pacific Coast, made in 1578, did not arouse much interest in England. It was two hundred years before another Englishman sailed these waters. He, too, was looking for the North-West Passage.

JUAN DE FUCA

Shortly after the visit of Sir Francis Drake, a Greek sea captain, named Juan de Fuca, claimed to have visited this coast. He told his story on his return home in 1592. He said that he had found a passage leading far inland and had drawn a map of it. The passage he called the Straits of Anian. The wide expanse of water to the east he called an inland sea. When the area was finally explored, the name of the Greek captain was given to the passage. To-day, great ships from the Pacific steam through the Straits of Juan de Fuca in increasing numbers.

THE RUSSIANS

Russia also played a part in the discovery and development of the British Columbia coast. They have left names all the way from Kadiak in Alaska to the Russian River in California. They organized one of the greatest fur-trading ventures of all time. Thousands of them came in little ships, took their toll of the herds of sea otter, and returned to Russia with their wealth and their stories of danger and heroism.

The first Russian expedition was in 1740. Bering and Chirikoff, in two little ships which had been built in Kamchatka, sailed eastward to find a new continent. Chirikoff survived to tell his story. He sighted land at a point near the 46th parallel of north latitude and followed the coast northward. He secured a good description of the land, realized the value of the furs which could be gathered there,



Archives of British Columbia

Harbour at New Archangel in Sitka or Norfolk Sound



Archives of British Columbia

Launching of the "North West America" at Nootka Sound
First boat built north of Mexico

and reported that the Indians were hostile to the visitors. When he reached his home port, he found that there was no news of Bering. In the spring, the survivors of Bering's crew reached Kamchatka with tales of scurvy, storm, and shipwreck. They told of the death and burial of their leader, Vitus Bering, on lonely Hyack Island. There was deep sorrow in the little port that day.

Both crews had suffered much during the voyage. However, the suffering was soon forgotten when the furs which they had brought back with them proved to be very valuable. Groups of men built ships, secured supplies, and sailed to the east to seek their fortunes. For over two hundred years, Russian ships could be seen in all the sheltered gulfs and bays of the west coast, and Russian settlements sprang up here and there among the forests of the area.

During the time of this Russian occupation two things happened which should be noted. The great herds of sea otter gradually disappeared. No longer can the sleek little creatures be seen playing among the kelp beds or resting on the waves of the open sea. The sea cow, which provided food for the hunters, has completely disappeared. There were no game wardens in the Russian settlements.

The other dark spot of the period was the treatment by the Russians of the Aleutian Indians. These people were used as slaves. They hunted in the open sea in their little skin boats, and hundreds were drowned. At times they rebelled and killed a few of their masters but such rebellions were crushed quickly and brutally. Because of this sort of treatment there grew in the coast tribes a fear and hatred of all white men.

THE SPANIARDS

One day, in 1513, a handsome young Spanish gentleman named Balboa reached the Pacific Ocean. He had walked across the Isthmus of Panama and was the first European to see the Pacific. He walked down the sands, waded into the water, drew his sword and claimed for Spain all the land bordering on the ocean. Of course, he had no idea of what he was claiming, but the Spaniards felt that what he had done was right and proper. From that time on they believed that all the land claimed by Balboa would be theirs without question.

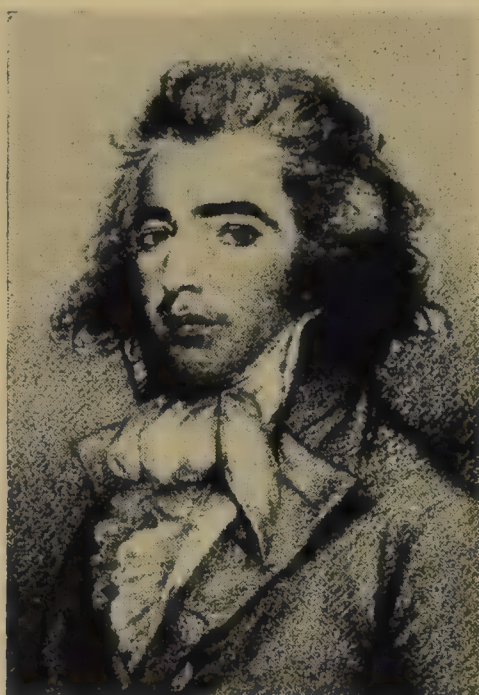
Since they believed that no other nation would dispute this claim, they moved slowly. Throughout Mexico missions were built in likely places. Soon California was reached. Once more missions were built in a wandering line near the coast. Tiny settlements grew up near some of the missions and large farms were started in the rich valleys. It was a peaceful country and the Spaniards were enjoying their quiet life.

Then the news reached them. The Russians had actually made settlements on this coast. Something had to be done about it. In 1774, Perez left San Blas to see what was happening. He was to explore the coast and to re-establish the claims of Spain. The weather upset his plans. Storms and fog kept him off the coast until he reached the Queen Charlotte Islands. Here he sighted Estevan Point but sailed for San Blas without landing. He had not helped Spain to re-claim the area.

The following year Hecate and Quadra sailed north from Mexico. These men were more successful. They actually landed on Vancouver Island and visited points as far north as Prince of Wales Island. They made no attempt to trade with the natives. They did not make any settlements, nor did they advise that settlements should be established. They simply had a nice summer cruise and sailed back to Mexico, leaving the country wide open for the next visitors. These new visitors, the English, came very soon after the Spaniards had left and, as it turned out, they had come to stay.



Sir James Douglas



Provincial Archives, Victoria

Capt. John Meares

English Explorers of the West Coast

CAPTAIN JAMES COOK

THE English still believed that there was a North-West Passage to Asia. For two hundred years they had tried to find it. One expedition after another had ended in failure. In 1778 they tried again, this time from the western coast of North America.

Captain James Cook was sent to undertake this new search. He had just completed a journey to the Antarctic. His ship was equipped for rough weather and his crew was made up of experienced sailors. When he received the order to search this new area for a possible passage, he sailed for the Sandwich Islands. After a pleasant winter on the islands, he sailed due east in the early spring. He sighted land somewhere near the northern boundary of California and turned northward. The coast is rough and the storms fierce at times. Soon a storm drove his ship off shore and he next sighted land near Cape Flattery. Once more a storm forced him to put out to sea. When he next made a landfall, he found the weather favourable. Before him lay the entrance to Nootka Sound, and he sailed his ship into its quiet waters. He went ashore on Nootka Island and decided to rest there while his ship was cleaned and supplies secured for his northern voyage. Soon the sails were spread and the explorer sailed from the calm waters of Friendly Cove to meet the great rollers of the Pacific. He journeyed northward as far as Cook's Inlet.

No great passage through the continent had been found. As winter was at hand, the ship was turned towards the south and headed for the Sandwich Islands.

Spring came again and the ship put out to sea to complete the voyage along the coast. Another storm upset Captain Cook's plans. This time a mast was broken and it was necessary to return to the Sandwich Islands for a new one. Some members of his crew had made the natives angry. While he was protecting the men as they boarded a small boat from the shore, he was killed by one of the angry natives. He was buried near the spot where he had been killed, and the ship sailed without its captain.

The ship completed the voyage which Cook had planned. Failing to find a passage, the ship began its voyage home. On the way down the coast of China, a stop was made at Macao. There the members of the crew found that the furs which they had received from the Indians along the north-west coast were worth a great deal of money. English interest in this trade became very active.

CAPTAIN JOHN MEARES

In 1785 James Hannah arrived at Nootka. He secured a cargo of some six hundred skins and sailed to China where he sold them at a high price. His story spread quickly, and many English ships began to visit the area. Portlock and Dixon came with a license from the East India Company. Captain Barclay explored Juan de Fuca Strait. He was the first man to prove the story of the old Greek captain. Dixon's name was given to the broad stretch of water leading from the ocean to Prince Rupert, Dixon Entrance.

Barclay gave his name to a deep, winding fiord on the west coast of Vancouver Island.

While these sailors and merchants carried on the work of exploration and trade, it was Captain John Meares who brought the area to the attention of the world. He was in India when he heard of the furs on the west coast of North America. He organized a company, secured ships, and sailed for Nootka. When he reached Nootka Island he found the Indians very friendly. He secured a grant of land from them and built a fort and a house for himself. By the time these were finished, the furs began to arrive in large numbers. He began to plan new activities. He felt that he needed a small ship to collect furs from the many bays and gulfs along the coast. He set his men to work building a ship while he sailed south to explore the coast and gather furs. He entered Juan de Fuca Strait and drew a map showing an inland sea at the eastern end of the waterway. He returned to Nootka and found his new ship ready to be launched. In September, 1788, the first ship to be built on the north-west coast slid down the ways.

Leaving his two small ships to carry on the fur trade on the coast, Captain Meares sailed for China with a rich cargo. He never returned.

The Spaniards had paid little attention to the trading visits of the English ships. However, when news reached them that the English had built a fort at Nootka, they were shocked. They felt that the whole world knew that the west coast was their property. To find their claims ignored by an English sea captain was too much. They moved fast to try and make good their ancient claims.

Florez, then Viceroy of Mexico, sent Martinez to drive

the English from Nootka. In 1789 he reached the settlement. He captured the little fort and all the ships in the harbour at that time. Many of these ships belonged to nations other than England and protests poured into Spain. Martinez was recalled, the ships were returned to their owners with proper apologies, while Spain and England prepared to fight for possession of the north-west coast.

Spain had hoped to secure help from France in this quarrel. But France was busy with her revolution, and Spain decided that a peaceful settlement would be safer than a war. The Nootka Sound Convention was called to settle the dispute. As a result of the discussions, certain conditions were agreed upon. The British were to have their land and ships restored and reparation for any losses caused by the Spaniards. The ships of the two nations were not to molest each other while sailing in North Pacific waters. The area was open to the traders of both nations.

CAPTAIN GEORGE VANCOUVER

To see that these terms were carried out, each nation appointed a commissioner. These men were to meet at Nootka where the property was to be handed over to the English commissioner by the commissioner from Spain. Captain George Vancouver was chosen to represent England. It was in the year 1792 that he reached the coast of New Albion. He planned to search for the North-West Passage while he was on the coast, so for three summers he sailed in and out of the bays and gulfs of the area.

On his first voyage Captain Vancouver explored the coast of Oregon and Washington. For some reason he



Relief Map of Southwest British Columbia

B.C. Travel Bureau

failed to find the mouth of the Columbia River. He noted the gap in the hills and the driftwood on the water but did not guess at the size of the river which reached the ocean at that point. Rounding Cape Flattery, he entered the Straits of Juan de Fuca and began to map all the twists of the coast. Anchoring his ships, he took the small boats and rowed in and out of all the bays and gulfs which he visited. During the first summer he explored such coast waters as Puget Sound, Hood Canal, Burrard Inlet, Jervis Inlet, and much of the Gulf of Georgia. Strangely enough, he missed the mouth of the Fraser River. Again he noted the depression in the shore line, the muddy water and driftwood, but failed to connect these with a large river.

On one occasion, as he was returning to his ships after a visit to Jervis Inlet, Captain Vancouver received a real shock. Entering English Bay from Howe Sound, he saw

several large ships anchored near Point Grey. At first he thought that his own ships had been moved up from Birch Bay where he had left them. He drew closer and recognized them as Spanish vessels. The Spanish captains invited him on board and treated him well. They, too, had been exploring the coast. Captain Vancouver was disturbed about this, for he thought he was first in the area. When he saw the charts the Spaniards had made, he realized that his own work was much more thorough than theirs. Vancouver then asked the Spanish captains to join him in exploring the upper reaches of the Gulf of Georgia and they agreed to join him.

To commemorate this historic meeting a monument has been erected on the cliff overlooking the glistening sands of Spanish Banks.

When Captain Vancouver's ships reached English Bay, the combined fleet sailed north-west to Desolation Sound. Here the large ships were anchored and the small boats were lowered to continue their job of exploring the coast. One question had to be answered. Was the large land mass which lay to the west an island or a peninsula? Those in charge of the small boats were told to search for a passage between this land mass and the rugged shore line of the mainland. Soon the Spaniards grew tired of the hard and dangerous work. They left for home, and Vancouver carried on alone.

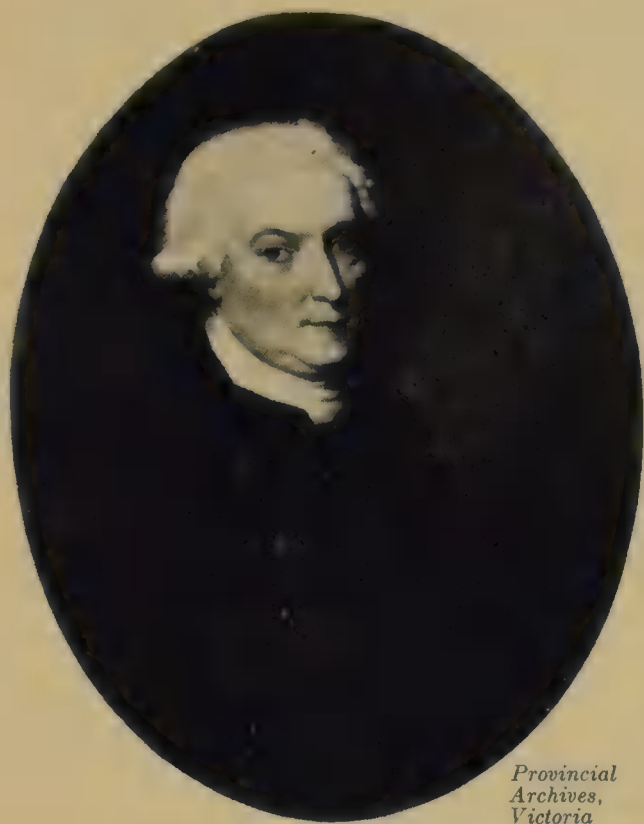
After a long search, Captain Johnstone, one of Vancouver's officers who had been searching for the passage between the mainland and the land to the west, returned to the base with the news that he had found a passage to the open sea, and plans were made to move the big ships through it.

To those who know the swift tides and winding passages leading from Seymour Narrows to the sea, this was a remarkable feat. Even to-day power boats have difficulty in navigating this rocky passage. To sail large vessels through such waters required great courage and skill. Vancouver and his crew had both, and the voyage was made safely. This large land mass, which he had proved to be an island, to-day bears his name. It is a grand memorial to a brave navigator.

Once more the work of exploring began and was carried on until the weather gave warning of approaching winter. Captain Vancouver turned southward and made his way to Nootka. When he arrived, he found that no orders had reached the Spanish governor, Quadra, so after a pleasant visit he sailed for the Sandwich Islands, where he spent the winter.

In the spring he returned to the coast. He began his search for the North-West Passage at the point where he had left off in the autumn of 1792. During the summer of 1793, he explored the coast to a point near 56° north latitude and again returned to Nootka. As no orders had reached there from Spain, he spent a second winter on the Sandwich Islands.

In the spring of 1794 he decided to complete his survey of the coast. He sailed directly to Cook's Inlet and followed the coast southward until he reached the point where he had ended his work the previous year. His work had been thorough. His maps were excellent. He knew that there was no passage across North America from Alaska to Panama so he felt that he had completed that portion of his task.



Captain
George
Vancouver

*Provincial
Archives,
Victoria*

Again he returned to Nootka and once more found that no orders from Spain had reached Quadra. He decided that he would wait no longer, and he sailed for England, taking with him his charts and the many notes which he had made during his stay on the coast. While he was on his way home, orders finally reached Nootka and the flag of Spain disappeared from the North Pacific coast.

We have honoured this great captain. A thriving city and a large, rich island bear his name. His charts were used by coastal ships for many years. Seeds of the Douglas fir, which he described in his journal, were sent to England to be planted near his grave. No more fitting monument could be erected to his memory than the tall, straight trunks with their dark green tops.

Overland Exploration

ALEXANDER MACKENZIE

ALEXANDER MACKENZIE came to Canada from Scotland at the age of sixteen. He soon became interested in the fur trade. For a time he worked for small, independent companies. When he had secured some experience, he joined the famous North West Company which had its headquarters in Montreal.

His first assignment for the company took him to the Athabaska region where he built Fort Chipewyan on Athabaska Lake. When the fort was completed and the furs had begun to move eastward to Fort William and Montreal, his interest in trade slackened. The lure of the North-West Passage proved too strong. He planned a voyage to the north. This trip took him to the Arctic Ocean, down the great river which now bears his name. He was then able to say that no passage existed across the great plains of Canada. The dangers of the journey were offset by the thrill of discovery, and he began to plan a new venture, a voyage to the Pacific.

In the fall of 1792 he led his expedition up the Peace River to a point about six miles from the mouth of the Smoky River. Here he pitched his camp for the winter. The long, cold winter evenings were spent in planning the details of the coming journey. Slowly the winter passed and the warmth of spring began to melt the snow and swell the buds. Soon the ice was on its way down stream and

the canoes bearing Mackenzie were bucking the current as they pressed westward. The rolling plains were soon passed and a long portage took the party beyond the great canyon of the Peace. When the junction of two rivers was



Archives of British Columbia

Sir Alexander Mackenzie

reached, it became necessary to decide which stream to follow. The guides suggested following the stream which came up from the south (now the Parsnip River), so the prows of the canoes were turned towards the south. When this stream became too small to use, a portage took the party to the Bad River which led to the Fraser. Paddling was easy now. The muddy waters raced between high banks and the light craft sped along. When the expedition reached a point near the present village of Alexandria, the

guides became uneasy. They heard tales of rapids, falls, canyons, and serpents on the river below that point. They wanted to return to their homes. Then Mackenzie heard from the local natives that a river which he had already passed would lead him to the sea. He promptly turned about and headed north towards the mouth of the Blackwater. Here he turned westward, and once more his men began to paddle against the stream. Soon the river became too small for his canoes. A portage took them to the headwaters of the Bella Coola River and this stream took them swiftly to the sea.

He left a record of his visit on a bold rock face on the shore of the Pacific Ocean near Bella Coola. The following inscription was painted on Mackenzie's Rock with vermilion paint:

"Alexander Mackenzie from Canada by land, twenty-second of July, seventeen hundred and ninety-three. Latitude 52°21'48" North."

On his return to Montreal he wrote a journal of his explorations. In this account, he told of the wealth of furs to be found between the Parsnip River and the Blackwater River. He described the heavy growth of timber in the area, and the many lakes and streams. He mentioned the abundance of fish and wild fowl to be found in these waters. The partners in the North West Company were not too pleased with him for taking these long trips. However, when they read of the abundance of furs in the area, they were much happier. They felt that they should take steps to claim the land for themselves. It was some time before they decided to build forts in the area, but when the decision

was reached, the right man for the work was on hand to carry out the project.

SIMON FRASER

Simon Fraser was the man chosen to open the fur trade in the interior of what is now British Columbia. He was an able man. He had studied Mackenzie's Journal and the maps which showed the course he had followed. In 1805 Fraser followed the trail which Mackenzie had blazed.

In the fall of that year he completed the construction of Fort McLeod on McLeod Lake, and was ready to gather the harvest of furs. He laid plans for the transport of the furs and moved on to the Nechako Valley in 1806. This valley was very rich in furs, so Fraser decided to build several forts. During the years 1806 and 1807, he erected Fort St. James on Stuart Lake, Fort Fraser on Fraser Lake, and Fort George at the junction of the Nechako River and the Fraser River. Large shipments of furs began the long journey to the head of the Great Lakes and the flag of the North West Company became known throughout the area. Fort St. James became the "capital" of the territory, which was called New Caledonia.

About this time the directors of the company became alarmed over a series of events which threatened their new domain. In 1803 Napoleon had sold Louisiana to the United States, but no one knew just what was meant by Louisiana. Did it include the North-West Coast? In 1804 the American government sent an expedition under Lewis and Clarke to explore the newly purchased territory and claim it for them. When the directors heard of this, they wondered if the river

(the Fraser) which Mackenzie had discovered but had not followed to its mouth, was in Louisiana. It might be a part of the Columbia which had been discovered by Captain Grey; or it might be a new river which they could claim for themselves. They decided that they must find out, so Simon Fraser was ordered to journey to the mouth of the river which Mackenzie had discovered, and thus settle the matter.

How easy it was for the directors to write that order! They could not know what faced the explorers who must carry it out.

This was one of the most difficult and dangerous journeys ever recorded. Canyon followed canyon until Lillooet was reached. Here Fraser's guides deserted, fearing the greatest canyon of all, which lay ahead. Fraser kept on. He discovered and named the Thompson River and plunged into the wildest part of his journey. Soon he was forced to abandon his canoes and proceed on foot. To scale the rocks, he made use of Indian ladders, made of cedar rope. He worked his way along great cliffs where one slip meant death. He fought his way across roaring torrents of icy water. He never thought of turning back. At last there was a break in the grim walls, and the little party emerged from the canyon near the present village of Yale. They struggled on until they were able to secure canoes at an Indian village near the site of the present town of Hope. Here they began the last stage of the journey to the sea.

Helped by the swift current, they sped down the widening valley until they reached a point near the present site of Marpole, a suburb of Vancouver. A large Indian village had been built at this point and the natives looked most un-



Provincial Archives, Victoria

Simon Fraser

friendly. Fraser realized that he was near the mouth of the river. He had noticed the tide rising and falling. The water was salty to the taste, and in the air there was the tang of the sea. Satisfied that he had carried out the order which he had been given, he recorded the latitude of the river at its mouth and turned about for the return journey. This he accomplished safely.

Fraser had done much for British Columbia.

By his work in the central portion of the province, he had claimed the area for Canada. His trip down the river was the first survey of the great trade route from the coast to the interior of the province. His recording of the latitude of the mouth of the river proved that it was not the Columbia. When this fact became established, it was decided to name the stream the Fraser River. When by railroad or highway you follow its raging waters through the canyon, you will be satisfied that Simon Fraser earned the honour which was bestowed upon him.

DAVID THOMPSON

David Thompson opened the way into the south-eastern portion of British Columbia. He had spent some time in the service of the Hudson's Bay Company on the prairies. On leaving that company, he joined the staff of the North West Company, and, while in their employ, he became famous.

In 1807, while Fraser was busy constructing Fort George, Thompson led a party through the Rockies into the valley of the Columbia River. He made use of Howse Pass which led him to the Blaeberry River. He followed this stream to the Columbia.

At the junction of the Columbia River and Toby Creek, a mile below Lake Windermere, he erected Kootenay House. Soon the furs from the great southern valleys of the province began to move in an ever increasing stream to Fort William.

Like Mackenzie, Thompson loved exploring more than trading. He spent each summer roaming the valleys of this new territory and mapping his way as he moved along. He discovered another pass, the Athabaska Pass, which led him to the Canoe River. Following this stream, he reached the Big Bend of the Columbia River. He decided to paddle to the mouth of this great stream, and in 1811 he carried out his plan.

It was an exciting journey. Fiercely running rapids gave way to placid reaches like the Arrow Lakes. Heavy forests were left behind near the 49th parallel and dry hills rose on either side of the clear waters. Soon the heavier growth on the banks and the widening of the stream told him he



B.C. Travel Bureau

Kootenae House Plaque, near Invermere

was approaching the coast. When he finally arrived, he found the Americans at Fort Astoria. He spent a short time visiting with them, and returned to Kootenay House. When spring came, he left for Montreal and never returned to the West.

No great monument has been erected to his memory in this rich country which he explored and claimed for Canada. But, for those who know his story, the sight of the wild passes and surging rivers which he traversed, will recall the courage and endurance of one of our greatest pioneers.

The Settlers Come

FUR WAS KING

THE search for the North-West Passage had led to the discovery and exploration of British Columbia. The search for furs led to its early settlement.

For some years after the explorations of Simon Fraser and David Thompson all the furs from British Columbia's rich valleys were sent east over the long route to Fort William. When the Hudson's Bay Company took over the area in 1821, much of this traffic was diverted to York Factory on Hudson Bay; but this, too, was a long route. Only persons employed by the Hudson's Bay Company ever undertook this long and difficult journey. Before settlers could come, an easier route would have to be found.

Fort Vancouver, near the mouth of the Columbia River, was a busy centre. It gathered furs from the surrounding area and was visited by ships from England which had sailed around South America. Company officials decided that it would be easier and cheaper to ship British Columbia furs by sea from west coast ports, and they made plans to do this.

It was a simple matter to ship the catches from the Kootenay country to Fort Vancouver. The boats were loaded in the late spring, and the current of the Columbia River carried them quickly and easily to their destination. From New Caledonia a route had to be worked out. It

was planned to use boats from Fort St. James to Alexandria on the Fraser River. Here the furs were transferred to the backs of long strings of pack horses. These pack trains wound along through the valleys of the Cariboo district heading for Kamloops. From this point they headed south to the Okanagan Lake. They followed the west bank of



Archives of British Columbia

The "Beaver"

the lake to a point near the present city of Penticton. The route then followed the banks of the Okanagan River until Fort Okanagan was reached. Here the furs were loaded into boats and the journey to Fort Vancouver was easily completed.

In 1827 Fort Langley was built. This fort was to act as a collecting centre for the furs of the lower Fraser Valley. It was necessary to transport these furs to Fort Vancouver,

so small ships belonging to the Hudson's Bay Company began to make regular trips to Fort Langley for this purpose. One of these early visitors was the little steamer, the *Beaver*. It was finally wrecked on Prospect Point at the entrance to Vancouver's harbour. A monument has been erected on the top of the cliff at that point to commemorate the part played by the *Beaver* in the early days of the history of the coast.

For some years the fur brigades moved in long procession down the valleys of the interior of British Columbia. Small ships sailed in and out of the bays and gulfs of the coast, gathering wealth for the Company in England. There was no serious thought of the country ever being settled. Here and there a retired voyageur took up a piece of land near a fort and produced food for the servants of the Company. These were the only settlers for many years, and the directors of the Company saw no cause for alarm in their activities.

SETTLEMENT ON THE COLUMBIA

Events which took place in the lower Columbia Valley upset the routine of the Company. When the people of the eastern sections of the United States learned of the rich valleys of the West, they began to move in that direction. Lewis and Clarke had described the area in much detail, and land-hungry farmers rushed to secure holdings in the Oregon Country. Covered wagons took the hardier of these land-seekers over the Oregon Trail to the lower Columbia Valley. The first settlers had come to disturb the life of the fur traders.

John McLoughlin, the Chief Factor of the Hudson's Bay Company post at Fort Vancouver, helped these settlers in their early struggles. He knew that the flow of newcomers could not be stopped. By the boundary settlement of 1818, the land of the area from the Columbia River to 54°40' north latitude had been declared open to people of both Britain and the United States. The Company had been able to keep settlers from the northern section because they controlled the means of transportation. They had no way of blockading the Oregon Trail, and they were forced to accept the fact that, from this time on, more settlers would come and fewer furs would be secured.

FORT VICTORIA

The officials of the Hudson's Bay Company realized that a new boundary would have to be set. Since the lower reaches of the Columbia Valley were now being settled by Americans, it was certain that this area would be given to the United States. It became necessary to find a suitable site for a new headquarters, since Fort Vancouver would be lost to the Company. James Douglas was given the task of finding this new location.

After searching the various parts of the shores of the Gulf of Georgia, Douglas selected a rocky harbour on the south-eastern tip of Vancouver Island. On the shore of this inlet he erected Fort Victoria in the year 1843. This became the centre of the fur trade when Fort Vancouver was lost in 1846. By the Oregon Treaty of that year the boundary line was fixed as the 49th parallel from the Rockies to the centre of the channel separating Vancouver

Island from the mainland. Because Douglas had claimed Vancouver Island by the construction of Fort Victoria, the boundary line turned southward to Juan de Fuca Strait.

NEW ROUTE TO THE INTERIOR

It was necessary, after 1846, to find a new route for the furs from the interior to the coast of British Columbia. Alexander Caulfield Anderson was given the task of locating such a route. Starting from Fort Langley, he moved up to the Harrison River. Here he turned north and followed the Harrison River and Harrison Lake to the Lillooet River. Some distance up this stream, he found a trail leading



Archives of British Columbia

Bastion, Fort Victoria

eastward. This took him to the head of Anderson Lake which drained into Seton Lake through a very short stream. By following these beautiful sheets of water he found himself on the banks of the Fraser near the site of the present town of Lillooet. He returned to report his findings. He said that the route was a rough one but that it could be used. It was used to some extent, but Anderson determined to seek a less difficult trail.

Once more he led a party up the Fraser from Fort Langley. On this trip he left the river at Hope and followed the Coquihalla. Crossing the divide at the source of this stream, he carried on to the Tulameen River. He followed this river to the open country beyond the mountains. Once he had reached the rolling grasslands, he struck north for Kamloops. Travelling in this area was easy. When he reported his findings to Governor Douglas, the fur brigades were directed to use the new route. In 1848 a caravan of four hundred horses and fifty men made the journey from Kamloops to Hope. This became the accepted road to the interior until a road was built through the Fraser canyon.

Although the Hudson's Bay Company did nothing directly to encourage settlement, indirectly they did many things which would interest people in the area and help them when they arrived. They blazed trails and made roads where these were needed. They kept the Indians friendly by dealing fairly with them. They made supplies available at their posts for travellers who might pass by. They also told many stories of the wonders and beauties of this rich new West. These stories interested some adventurous folk and a few of them came to the coast in the little ships which sailed around Cape Horn.

When these first settlers reached Victoria, they found that all the best land near the fort was Company property. They were forced to go further afield if they wished to secure a holding. By the Royal Charter of 1849 the whole of Vancouver Island was granted to the Company, the annual rent being fixed at seven shillings per year. In return for this, the Company had agreed to establish a colony on the island, but they were not going to encourage settlement any more than they could help. They had helped American settlers in Washington and as a result had lost a great area of rich land. They did not plan to make the same mistake twice.



The Bastion,
Hudson's Bay Fort,
Post No. 3,
Nanaimo

B.C. Travel Bureau

THE SETTLERS COME

However, the tide of settlers had set in and no efforts of the Company could bring it to a halt. The discovery of coal, first at Fort Rupert and then at Nanaimo, forced the Company to bring miners from Britain, and these men laid the foundation of tiny communities on the eastern shores of Vancouver Island. The newcomers wrote to their friends at home and the trickle grew to a stream, slow at first but gathering in speed as the wealth and beauty of the area became more widely known. The real torrent began when gold was discovered on the mainland.

In 1856 some prospectors arrived in Victoria with gold which they had discovered in the valley of the Thompson River. The Australian gold boom had passed its peak and the Californian rush of 1849 was slowing down. The story of a new field in a new area was a magnet for those who had been unfortunate in the earlier 'diggings', or for those who had made a fortune and spent it. When, in 1858, the little steamer *Otter* took a shipment of gold from the Fraser to the mint in San Francisco, the rush began in earnest. Between April and August of that year some 50,000 gold-seekers landed at Victoria and made plans to cross to the mainland on their way to the gold fields of the interior of British Columbia.

It was fortunate that James Douglas was in charge of affairs on the coast at that time. As governor of the Colony of Vancouver Island, he forced all newcomers to take out a miner's licence before leaving for the gold fields. He charged a two dollar head-tax on all those who came in on

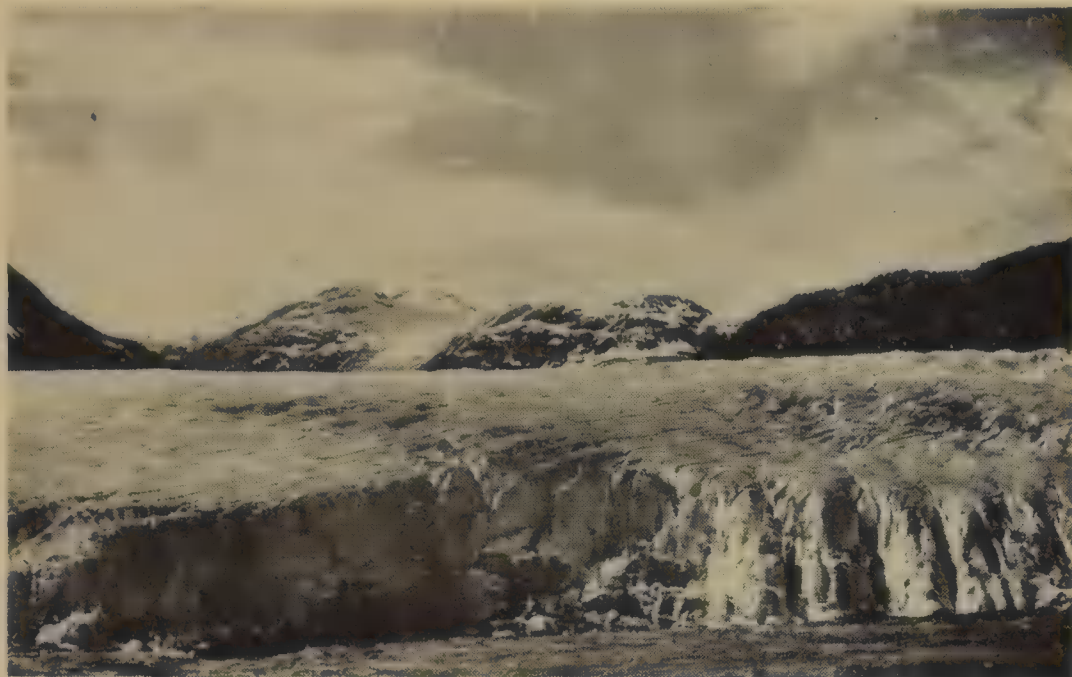
American ships. This money was paid in to the coffers of the Hudson's Bay Company so there was some dissatisfaction expressed concerning the charges. The British Government settled the matter by proclaiming British Columbia a crown colony and asking Douglas to become the governor. To do this he had to sever his relations with the Company. He accepted the position, and carried on as governor of the two colonies until their union in 1866. When this took place the Company was prepared to give up its control of the area, and in 1867 the charter was revoked. Now, indeed, settlement could flourish without the restricting influences of those whose primary interest lay in furs.

THE CARIBOO TRAIL

When the miners reached the new colony, they proceeded up the Fraser River as far as Yale. There they were stopped by the grim walls of the canyon. Some worked the sand bars in that area and found gold. Others moved inland by the old fur trails and searched the sands of all the creeks and rivers which they crossed in their journey. Gold they found, but not in large amounts until the Cariboo area was reached. Then the excitement ran high. Every creek became a bonanza and thousands of dollars' worth of yellow dust and coarser nuggets were dug out of gravel beds by these intrepid men.

Better communication with the coast became essential, and the Royal Engineers were asked to take on the job of providing it. They decided on the Harrison-Lillooet route, and made such improvements on it that it became a fairly good artery of trade. But no one was satisfied. Walter

Moberley suggested that, if the Indians could build a usable trail through the Fraser Canyon, the white man should be able to do the same. After some time, his idea was accepted as feasible, and under the direction of the Royal Engineers four different groups began the work. The road was com-



Chicamin Glacier, near Stewart

B.C. Travel Bureau

pleted between the years 1862 and 1864 and served the province well until the railway came to replace it in 1885.

DEVELOPMENT

Miners and settlers moved in more easily, once this road was completed. Stage coaches were added to the scene to carry those who could afford to pay, and the valleys of the interior became known to the world. Some of the miners took up land and settled near the streams which they had

'worked'. Horses, cattle, pigs, and sheep were brought in for the use of the miners and became part of the economy of a newly settled territory. Truly, gold had brought British Columbia's first large group of settlers.

The demand for lumber to build bridges, homes, and warehouses was met by an increasing number of saw mills. Every bay was surrounded by heavy forest; so the selection of a site was easy. Power was the big problem. At first water power was used, but it proved to be of little value in the struggle with the great logs of the area. Steam engines were shipped in by way of Cape Horn and soon the roar of great saws began. Around the mills, split cedar shacks were erected to house the workers. In many places these clusters of shacks gave way to villages which grew to cities as the demand for lumber increased. Vancouver grew up around a saw mill, and giant saw mills are still one of the great features of its growth.

As population increased, the demand for food also increased. The wealth of fish in the streams and in the waters of the coast was well known. As soon as there was a market for fish, men became interested. At first, small boats brought their catches to tiny settlements. There the fish was sold among the neighbours. Gradually the scene changed. Oars and paddles gave way to sails, then to power boats. The number and size of the boats increased by leaps and bounds until, to-day, thousands of men gather this 'silver' harvest and transport it rapidly in large, powerful boats to huge canneries or packing plants where it is made available to people in all parts of the world.

It was natural that farms should appear, for no community can do without the farmer's services. Settling first near

areas where there were people to buy their products, the farmers moved on, as roads improved, to areas where the type of produce they wanted to grow would bring the best returns. The mixed farm gave way in some areas to the stock ranch, in others to orchards, in others to truck gardening, and in others to dairying. Lately have come the 'flower' farmers who raise huge fields of daffodils, tulips, or pansies. Such places are beautiful when the 'farm' is in bloom.

This, then, was the pattern of the early settlement of British Columbia. It was not planned by a group of experts with a slide rule. It was a sort of patchwork made up by the work of the Hudson's Bay Company, the gold-seekers, the patient toilers who cleared the forests, and the fishermen who worked to gather food for the new settlers. Each group of new arrivals has added its touch of colour to the early pattern. The flow is increasing. British Columbia owes much to those who claimed and opened up the province for settlement. She needs more men of courage and endurance to settle the unexplored valleys, to open new mines, to start new industries, so that the dreams of the early pioneers may be fulfilled.

More Boundary Trouble

HARO STRAIT

THE boundaries of British Columbia were not finally settled by the Oregon Treaty of 1846. It will be recalled that the treaty established the boundary at the 49th parallel from the Rockies "to the centre of the channel". If you look at the map, you will see where one problem arose. What channel was meant? There were three possible choices. This did not bother anyone at the time the treaty was made, but when settlers found the San Juan Islands it became necessary to decide where the boundary was. The Hudson's Bay Company had erected a small fort on the main island of the group. The officials of the Company had permitted American settlers to take up land on the same island. If it had not been for the skill of Sir James Douglas, we might have had a war with the United States over the area. He was able to keep the peace and have the warlike groups lay aside their arms. However, it was necessary to have the ownership of the islands settled and each side prepared its case.

The Americans claimed that the Oregon Treaty referred to Haro Strait as the channel through which the boundary was to run. The British, who at that time looked after our foreign affairs, declared that the treaty referred to Rosario Strait. Realizing that the case might go against them, the British offered Douglas Channel as a compromise solution. Now look at your map. You will see that, if Haro Strait

Haro Strait
Boundary
Dispute



were selected, the whole group of islands called the San Juan Archipelago would become the property of the United States. If Rosario Strait were selected, the group would become the property of Canada. Should Douglas Channel become the choice of the commissioners, the Islands would be divided between the two countries.

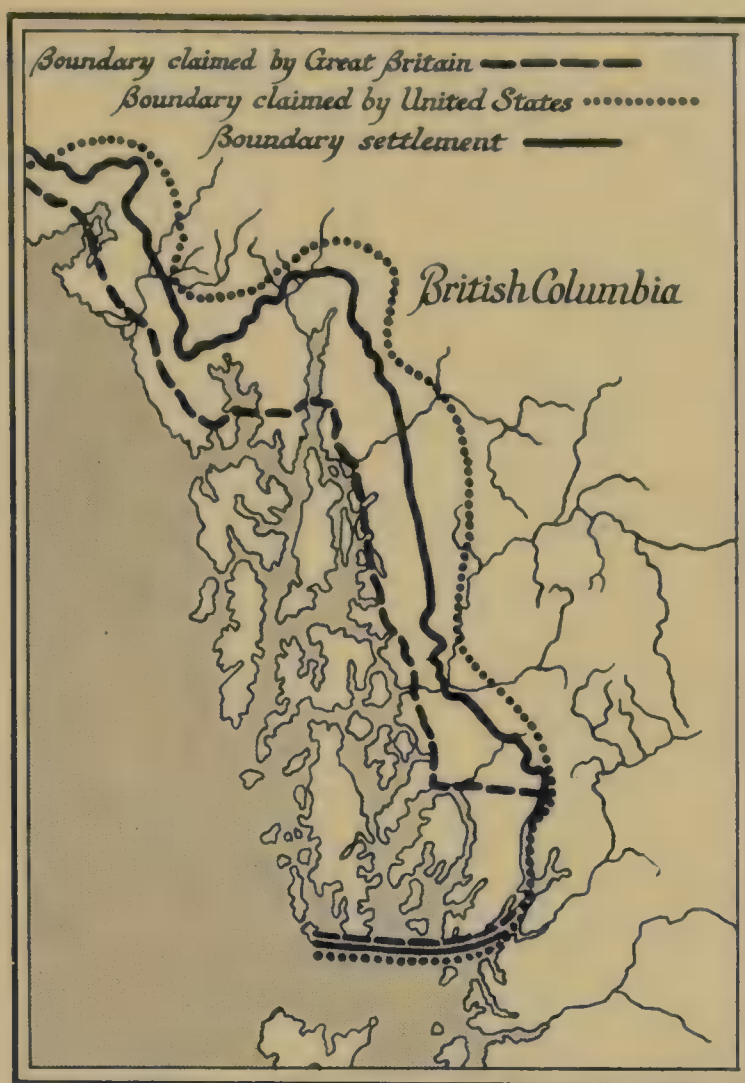
The problem was discussed at a meeting in Washington, D.C., in 1871. It was one of the items to be settled by the Washington Treaty. The various claims were made and the problem was discussed at length. No decision could be reached. It was then decided to submit the case to an arbitrator and to abide by his decision. In 1872 the German Emperor, acting as the arbitrator, decided in favour of the United States.

THE PAN HANDLE

While this dispute was going on, another part of British Columbia had become important enough to quarrel about. You will remember how the Russians discovered the northern coast of the province and set up posts here and there to collect furs. You will also remember that Spanish and British explorers and traders entered the area and took part in the struggle to claim the country for their governments. With the Spanish surrender of Nootka in 1794, the field was clear for the British, and they moved in. Sooner or later a boundary between British and Russian territory would have to be set. The struggle to set the line was an interesting one.

In 1821 the Russian government declared that it owned all the land north of 51° north latitude. Locate this on your map. You will see that this would include most of the coast of British Columbia. Both Britain and the United States protested this claim. Britain and Russia then began discussions about where the boundary should be set. By 1825 they reached a solution. The boundary line was to run up Portland Canal to the 56th parallel, then to follow the summit of the mountains parallel to the coast until it reached the 141st meridian, which it was to follow to the Arctic Ocean. Since there was no settlement behind this section of the coast the agreement was accepted by both parties without question.

Some of Canada's leading citizens, among them Sir John A. Macdonald, advocated the purchase of this area from Russia. Several times between 1850 and 1860 the suggestion was



made. However, Canada already had so much land and so few people that the idea failed to become popular.

In 1867 the United States purchased the Russian possessions. Canada, a new Dominion, was now interested. The boundary line became important. It was easy to see what was meant by Portland Canal and the 141st meridian. The obscure portion was what lay between these two points. British commissioners argued that the boundary should be drawn at a distance of "ten marine leagues" back from the

outer coast. This would give Canada some splendid harbours in the head waters of some of the longer inlets. The United States commissioners claimed that the line should be drawn "ten marine leagues" from the heads of all inlets. This would cut off all sea traffic to northern British Columbia, for there would be no harbour available to British or Canadian ships which might wish to trade there. It was an interesting problem.

The argument went on for years with no results. When gold was discovered in the Yukon Territory in 1898 and the great rush started, the old boundary question flared up anew. In 1903 a group of six impartial jurors, three British and three American, met to settle the issue. At the conclusion of a long session they settled on a line which ran part way between the lines claimed by the two countries. Canada lost all claim to harbours in the area but did retain the right to navigate any rivers which flowed through the strip to the sea. Unfortunately, the rivers of the area are not suited to navigation. We must make use of American ports. Through these we must ship goods and people to and from our territory which lies behind the "pan handle".

Besides these arguments over boundary lines we have had arguments with our neighbours over fisheries, sealing, fumes from the smelter at Trail, and the control of floods on our rivers. Solutions have been found without the aid of tanks and guns. Our neighbours are still good neighbours.

Transportation Improves

THE EARLY DAYS

WHEN the first explorers reached the coast of British Columbia, they found the natives using dugout canoes as a means of travel. These were made by hollowing out a section of a large cedar tree. Some of the canoes were very large and could hold a number of people. Others were very small and were tricky to handle. The dugouts were light, strong, and sea-worthy, and were most useful as a means of moving along the coast.

The early fur traders made use of birch-bark canoes to transport themselves and their supplies from New Caledonia to Fort William, and from the Kootenay Valley to Fort Vancouver. They found that the Indians of the East Kootenay area had horses and were using them as well as canoes. When it became necessary for the traders to pack furs overland, they, too, secured pack horses, and large numbers of these animals carried tons of furs and supplies over the trails of British Columbia. When the demand for horses became greater than the supply, oxen, mules, and even camels were pressed into service. While these methods of transportation were sure, they were slow. The demand for speedier and cheaper methods of hauling freight and passengers became stronger each year. British Columbia needed a railroad to solve its transportation problems and to link it with the rest of Canada.



Archives of British Columbia

First Train into Vancouver, 1887

THE CANADIAN PACIFIC RAILWAY

Many Americans had settled in British Columbia after the gold rush. They wanted to have this territory join with the United States. Loyal British settlers would not hear of this. They were forced to trade with the Western States but they did not want to become another state in the Union. The purchase of Alaska by the United States brought the matter to a head. Surrounded by American territory, British Columbia must be linked with Canada directly or it would be absorbed by its growing neighbour. In 1871 it became a province of the Dominion of Canada on condition

that it should have railway connection with the rest of the Dominion.

The building of this railroad was a tremendous task. Sir Sandford Fleming spent three years searching for a pass through the Rocky Mountains. The story of those three years is a story of peril and hardship seldom equalled. He located two passes which he thought could be used. These were the Kicking Horse Pass and the Yellowhead Pass. Because of the easier grades, he recommended the Yellowhead Pass. Since a road through this pass would be about one hundred miles longer than a road through the Kicking Horse canyon, the latter pass was chosen. The work was delayed many times until the people of British Columbia threatened to drop out of the Dominion. This brought a visit from Lord Carnarvon, who made specific promises on behalf of the Canadian government to speed up the work. In order to convince the doubters, work was also started from the western end of the road. Progress was steady and rapid from then on. In 1885 parties working from either end of the line met at Craigellachie, between Sicamous and Revelstoke, and there, with due ceremony, the last spike was driven by Mr. Donald A. Smith, later Lord Strathcona. The following day the first train passed "over the mountains", and on June 28, 1886, the first transcontinental train left Montreal for the West Coast. It arrived in Port Moody, the end of the line, on July 4. This was the beginning of a regular service. A 'North-West Passage' had been built.

The people in the little village of Granville were most anxious to have the rails extended to their commodious harbour and paid the railway company in great grants of

land on the water front and in the surrounding forest to entice them into their village. Two years later, in May of 1887, the road was completed and the village at the end of the steel began to grow into the great seaport of Vancouver.

For twenty years the C.P.R. reigned alone. It built small spur lines into the richer valleys to haul out the produce of mines, mills, and farms. It built steamers to operate along the coast and on many of the interior lakes. Hotels and mountain chalets became a part of a great chain of hotels; and ships, called Empresses, soon linked the shining rails with the markets of the Orient. The completion of this great transportation system brought new wealth to British Columbia, and population increased because of the new demand for workers.

THE CANADIAN NATIONAL RAILWAY

To-day British Columbia is served by several other railroads. In the 'boom' years of 1909-1912, two new trans-continental railroads were begun. The Grand Trunk Pacific built a roadbed through difficult territory to Prince Rupert, using the Yellowhead Pass which had been recommended by Sir Sandford Fleming for the Canadian Pacific. The Canadian Northern Railway used the same pass, but struck south along the North Thompson to Kamloops where it paralleled the C.P.R. as far as New Westminster, using the opposite banks of the Thompson and Fraser Rivers. Financial difficulties forced these two new railroads to appeal to the Dominion Government for assistance. This resulted in their being taken over by that government and operated under the new name of the Canadian National Railways.

OTHER RAILWAYS

A smaller line was built on Vancouver Island to connect the naval base at Esquimalt with the coal mines near Nanaimo. This road was eventually extended to Parkesville where it branches, one branch leading to Port Alberni and the other to Courtenay. While it still hauls coal, lumber has become its chief cargo. A link by car ferry from Ladysmith to Vancouver makes it possible for the loaded cars to reach the main line and so proceed to the markets of Eastern Canada.

To serve the Kootenay and boundary country, a railway was built from Hope through the rugged southern portion of the province to the Crow's Nest Pass. While the main lines of the two great transcontinental roads found fair grades by following great rivers, this road was forced to find a way over or through several mountain ranges and to build bridges across great rivers. The Kettle Valley Railway, as it has come to be called, has shown a substantial increase in both passenger and freight traffic over the years, and growing communities from Princeton to Fernie are happy to have this direct link with the coast and with the prairies.

Another railroad venture was the Pacific Great Eastern. This was to be British Columbia's own railway. It was to start at Vancouver and end at Prince George, thus giving the central portion of the province direct access to Vancouver. The road was constructed from North Vancouver to Whytecliffe on Howe Sound, and small passenger trains operated on this stretch for many years. To build the

section along the east coast of Howe Sound was a very difficult problem. It would necessitate enormous rock cuts for many miles. The task looked too formidable, so a compromise was adopted. Building was begun at the little village of Squamish at the head of Howe Sound and the line proceeded inland from that point. Slowly the rails moved along canyon walls and mountain slopes until they reached Quesnel. Here both money and enthusiasm faded, and the railway was left uncompleted, as a section of a road between two unfinished sections. While it has served the settlers of some areas quite well, the hopes of others have not been realized. It will be finished one day. Fort George is expecting its arrival still, and the Peace River Valley hopes to see trains from Vancouver arriving soon. The surveys are under way.

Other railroads, such as the Great Northern, linking Vancouver with Seattle, and the B.C. Electric, serving the lower Fraser Valley, have helped settlement and industry. The railways brought prosperity in their wake. They opened areas which had been inaccessible, thus making it possible for more people to find homes and employment. The rugged valleys of British Columbia must depend on railroads for much of their transportation for many years to come.

More Improvements in Transportation

WHEN automobiles began to take the place of horses, there grew a demand for more and better roads. A trail over which a team could draw a wagon at four or five miles per hour was often of no use to an automobile which moved at twenty miles per hour. Corduroy and dirt roads were rough even in a wagon; in an automobile they were impossible. Rock surfaced roads gave way to wide gravel highways. Finally, cement, then 'black top' roads made their appearance and the speed of the automobile increased. To-day highways parallel all the main railways. Secondary roads link these with communities in the secluded valleys of the province.

The old Cariboo road through the Fraser River canyon was rebuilt, and is now a part of the Trans-Canada Highway. The building of the Big Bend section from Revelstoke to Golden opened a highway between the prairies and the coast without having to travel through the United States. Roads down the Okanagan and Windermere Valleys link this main highway to the communities in the southern areas of the province. A road across southern British Columbia, following in general the route of the Kettle Valley Railway, has been constructed. This road has several steep grades where it crosses mountain ranges, but is well travelled in the summer months. The Pacific Highway, marked 99 on all road maps, links Vancouver with the west coast cities of the United States. It is the main north-south artery; and



B.C. Travel Bureau

Forest Highway, Vancouver Island

thousands of cars move over its well-kept surface every month.

A road linking Prince Rupert with the rest of the province has been constructed. It follows the Skeena River to the Bulkley River. From the upper waters of this stream it crosses to the Nechako River which it follows to Prince George. From this point all the populated areas of the southern half of British Columbia can be reached by road.

The northern section of the province was isolated for many years. Now it is possible to drive from the coast to the Peace River Block by way of the Big Bend. The motorist follows the Trans-Canada Highway to Alberta, then drives north to Edmonton and on to Dawson Creek. Here he may follow the Alaska Highway across the wilds of northern British Columbia to White Horse in the Yukon Territory. It is a long trip, but one full of interest and excitement. A road from Prince George to the Peace River area is now nearing completion.

Vancouver Island has the Island Highway as its main artery. This is an excellent road extending from Victoria to Campbell River. Many short roads radiate from points on the main highway and almost every point of interest on the eastern side of the island can be reached by car.

Since the completion of good highways, bus and truck traffic has become so heavy as to become a menace to passenger traffic. Huge loads of logs and long trailer-trucks loaded with merchandise create hazards on the steep grades and sharp curves of mountain roads. It seems possible that laws may have to be introduced to regulate heavy traffic, or companies operating large vehicles may have to build and maintain their own highways.

Air travel, which developed after World War I, has had an up-surge since the close of World War II. Air fields have been cleared from the forests in all sections of the province. Most of these were built to assist in the defence of Canada or to service planes carrying materials and personnel to Alaska. Some of them will revert to their former wild state, but many will be kept in repair as emergency fields for the growing number of planes which leave Vancouver daily on their way to all points of the compass. At the moment most of this traffic is overland, that is, to points in northern and eastern Canada or in the United States. A Trans-Pacific service has been set up and giant planes have begun to carry people and goods from Vancouver to the Orient and the South Pacific.

As for the waters of our coast where the *Beaver* and the *Otter* used to ply their way, the change has been rapid and tremendous. Thousands of small craft move in and out of the sheltered harbours. Tow boats move along the coast towing great booms of logs or Davis rafts to huge saw mills. Fishing boats of all sizes and shapes dot the waters in thousands. Ferries ply between port and port, some small and fast, others large and just as fast. The larger ferries, which link the mainland with Vancouver Island, carry many automobiles. These larger ferries are operated by the Canadian Pacific, the Union, and the Canadian National Steamship companies. New craft must be added to the fleets constantly to keep up with the growing demand for service. Once more we shall see the prows of the great white Empresses slicing through the quiet water of the Gulf of Georgia as they head into the sunset to carry our produce to the awakening peoples of Asia.

Industries

WE HAVE seen how settlers came to this land of mountains and valleys. What was there in the country to keep them there? As late as 1881, when the people of the province were threatening all sorts of things if the railway was not built very soon, a prominent London newspaper man wrote: "As for British Columbia, it is a barren, cold, mountain country, not worth keeping." This seems to have been the opinion of a great many people of that day; but the settlers stayed because they saw things which the London critic had never seen.

Man will build his home wherever he can find the means of making a living for himself and his family. The retired voyageur often settled near the fur post and made a living by growing things for the workers in the post. Retired miners settled in rich valleys near the mines and raised produce for the miners. Experience showed that certain types of produce were ideal for certain areas of the province, and farming was off to a good start. Stock grew fat on the range land of the Cariboo and Chilcotin. Fruit trees flourished in the Okanagan Valley. Feed grain would grow in most of the valleys. Mixed farming became popular. On the coastal plains, dairying became the outstanding type of farm activity. Small fruits and truck crops became increasingly important near the larger centres of population. These, with bee farms, poultry farms, bulb farms, and farms devoted to the raising of flower and vegetable seeds, make up an agricultural community which is rich and varied.

In two sections of the province, irrigation has added much to the value of the crops. In the Okanagan Valley water was brought to thirsty bench land above the lake, and rich orchards now clothe the sides of these once-barren slopes. The lower portion of the valley was practically a desert until an irrigation scheme was developed. To-day, fruit and



B.C. Travel Bureau

Okanagan Valley, looking north

vegetables in increasing quantities move from this region to the markets of the world. Another section to benefit from such a scheme was the Thompson Valley near Kamloops. Here, too, green fields and lush orchards now replace cactus-covered hills and arid bottom-land. More irrigation can and will be carried out as the settlement of these lovely valleys continues.

Anyone interested in farming can find a place in British Columbia for any type of agricultural land which he may want, from wheat lands of the Peace River Block to a berry farm on Gordon Head, or from a fruit farm in the Creston Valley to a dairy farm in the Comox Valley.

Another attraction for the early settlers was the shoals of fish which inhabited the coastal waters and the rivers, streams, and lakes of the province. The Indians used these fish as their main item of food, and early settlers followed their example. Fresh salmon, salt salmon, and smoked salmon became part of every menu. Now and then, cod, herring, and halibut were added for variety. Clams and crabs were easily obtained, and some people preferred them to the other varieties of sea food. The canning of salmon for shipment to Europe and Asia became an industry which grew to tremendous size. Cannery after cannery was built along the coast, and hundreds of people found employment in them during the fishing season. To-day British Columbia produces far more fish for export than any other Canadian province and the industry is still growing.

To protect the salmon run, a set of regulations has been drawn up, and fisheries inspectors check carefully to see that these are observed. When a blockade was created in Hell's Gate Canyon on the Fraser River, serious concern was expressed by all those interested in the salmon-fishing industry. The salmon tried to leap the falls caused by the obstruction, but few were able to accomplish the feat. The spawning grounds in the upper Fraser system were empty where formerly they had had thousands of fish each fall. Something had to be done to help the fish, and work was finally begun on a by-pass. Channels were carved out of solid rock by workers who took serious risks as they carried out their tasks. In 1945 the by-pass became a reality and a few fish found their way through. In 1946 the run was on and the pool below the falls will not be clogged again. The salmon have been furnished with a way past

the blockade and the upper reaches of the tributary streams are being visited by increasing numbers of these silver beauties.

An old industry of the coast, the hunting of the whale, has been kept alive but does not receive as much attention as in former years. The dogfish, once a scourge, is sought after by fishermen because of the valuable oil in its liver. The trade in dogfish is valuable in two ways. It is gradually ridding the coastal waters of a pest, and it is providing wealth for fishermen at the same time.

A new type of fishing has made its appearance lately. The tuna, which was thought to be a denizen of southern waters only, has been found off the coast of Vancouver Island. Specially-fitted boats have found these fish and the harvest has been sold on the local market. To many, this fish is a delicacy, so the returns from a catch should be high.

Several thriving communities owe their foundation to the fishing industry. Prince Rupert and New Westminster owe much of their early progress to this harvest from the sea.

The lumber industry had really begun before the white man reached British Columbia. Indians in the forested areas used cedar for building their homes. Red cedar splits in even strips and sheds water very effectively for many years. Split cedar shacks housed most of the coastal tribes. When the early settlers wanted to build a shelter, they, too, often used this same material, but the other great trees soon attracted attention. Small saw mills were set up in virgin forest areas and great firs were dragged to the saws by patient ox-teams. Horses replaced oxen, then the donkey engine took over, to give way in turn to the high-lead and the tractor. The great demand for lumber speeded up

operations. Large stretches of coast forests vanished and masses of tangled brush and stumps remained to mark their passing. Fires caused by sparks from careless smokers, mills, locomotives, or land-clearing settlers destroyed other areas, but the production increased. To-day British Columbia leads all Canadian provinces by a wide margin in the production of lumber. The important trees are the Douglas fir, cedar, spruce, and hemlock. In the interior areas, pine and tamarack are used. Birch, maple, and alder find their place in the furniture factories.

For some years forest conservation has been under consideration. It was difficult to make some people understand that one day there would be no forests if wasteful cutting was allowed. Those in authority realized that something should be done, and steps were taken to protect our forests. A fire protection service was organized and is now working effectively. Reforestation, which began in a very small way, is proceeding rapidly. Experiments are being carried on to find a use for what has been considered waste material in logged-over areas. It has been found that some forms of paper can be made from the tangled roots, branches, and stumps which formerly were burned. Other products may be found as a result of these experiments.



B.C. Travel Bureau
Cutting Giant Spruce, Holberg, 41,000 f.b.m.

Allied with the lumber trade is the pulp and paper industry. Great mills at Powell River, Wood Fibre, Ocean Falls, Port Alberni, and Port Alice supply all types of paper and pulp products for domestic and world markets. British Columbia stands second to Quebec among Canadian provinces in the production of pulp and paper.

Mining in this area has provided wealth and work for many of the inhabitants. Coal was the first mineral to be mined, and is still the most important. Vancouver Island, the Similkameen and the Fernie areas still derive much profit from this source.

Gold, which brought the first influx of settlers, is still an important product. The rushes to the Fraser and Cariboo and to Wild Horse Creek in the Kootenays brought the small operators with pans and rockers. These men gathered the placer gold from the surface gravel beds and sand bars and then moved on to new fields. Later, wealthy companies with machinery for larger placer operations successfully re-worked much of the territory. Then lode gold was sought, and to-day successful mines are operated at Zeballos on Vancouver Island, at Pioneer and Bralorne in the Bridge River area, and at Wells in the Cariboo. It would seem that there is gold in all parts of the province but locating and developing a paying mine is a difficult and expensive undertaking.

In the Kootenay country silver proved to be a real magnet. Every mountain seemed to be lined with this metal, and thousands of men poured in to help recover it. Mines were developed in every valley, and from every hillside cables for ore cars were stretched from mine entrance to valley floor. Towns grew overnight and flourished for brief periods.

When the price of silver dropped, the mines closed, the miners departed and only ghost towns remained. Some of these have already been claimed by the forest; others, more sturdily built, have resisted, but they are losing the fight.

Copper at Britannia Mines on Howe Sound, and lead and zinc from the Sullivan Mine at Kimberley were real assets during the war years. These metals will always be needed in large quantities.

British Columbia is the only Canadian province which produces antimony, bismuth, and mercury.

As would be expected in an area where so many natural resources are available (including unlimited water power) the province has begun to manufacture a great variety of articles. Goods made from wood products lead the field, but metal goods are increasing. Vancouver, New Westminster, and Victoria contain huge mills and great factories. Pulp and paper towns, already mentioned, are expanding in size and output. Fruit packing plants have been established in many small towns in the interior, while fish reduction plants have sprung up along the coast. Trail, where a giant smelter refines the ore from Kimberley and the surrounding district, produces fertilizer which is sought by farmers in all parts of the province. Great coke ovens in the Michel and Fernie areas supply coke in large quantities for all who need it. One item is lacking in the list of manufactured products. There is no steel plant. This is a decided handicap as all steel must either be brought in by ship through the Panama Canal or follow the shorter, but more expensive, rail haul from eastern points.

Shipping has played a major role in the development of the province. The small sailing vessels which carried furs to the

Orient soon gave way to larger ships carrying a variety of cargoes. Ports were constructed at places such as Victoria, Nanaimo, New Westminster, and Vancouver to accommodate the ships, and warehouses were built to accommodate the cargoes. The long trip to the Orient and Australia, and the longer trip to Europe by way of Cape Horn, did not encourage the rapid growth of trade between the British Columbia coast and these far-off places. But when the C.P.R. was completed and large steam vessels made their appearance, progress was rapid. The opening of the Panama Canal in 1915 was a real boon. Grain elevators were quickly added to the port facilities of the coast cities, and many ships called each year for cargoes for European points. World War II put an end to a period of expansion. For several years grey ships bristling with guns slipped in and out of coastal harbours without warning. Now and then one limped back to port badly damaged. It was quickly repaired and sent to sea, for ships were scarce and supplies were needed by the armies. New ships slid down the ways in the great new shipyards of the coast and these left quickly for unknown destinations. To-day things have changed, and gay colours are fast replacing the drab grey coats of the war years. More and more ships are arriving in the coastal waters and the creaking of booms and the roar of winches tell a story of a revival in shipping. Already wharf space is running short and a growing demand for increased accommodation will have to be met.

It is not surprising that settlers remained in British Columbia because of the variety of ways in which they could earn a good living.

Lumbering

ON YOUR journey over British Columbia you saw that the people were occupied in doing much the same sort of work as the people in all the other provinces. They farm, they cut lumber, they catch fish and they work in mines, mills, and factories. However, in a few of these industries the work is quite different from that of most of the other provinces. Because this is so, a visit to some of them should be interesting. If the stories sound to you as if someone was very proud of British Columbia, just remember that this is part of Canada and that you may be proud of it, too. The people in the West are proud of Niagara Falls, the Parliament Buildings at Ottawa, historic Quebec City, and the harbour of Halifax. We are all Canadians, and these are ours.

LUMBERING

Since the great forests of the coast always catch the eye of a stranger, our first visit shall be to the woods.

Imagine yourself on a road leading into a great, dark forest. Trees from four to eight and nine feet in diameter rise on either side of you. Firs, hemlocks, cedars, and spruce trees rise two hundred or more feet into the air. Shafts of sunlight, streaming through the crown of the branches, cast a dim light on the floor of the forest. All is

quiet save the tap of the woodpecker or the chatter of the red squirrel. It is a scene of peace and beauty. One such grove on Vancouver Island near Port Alberni has been called Cathedral Grove. Travellers agree that the name was well chosen.



B.C. Travel Bureau
"A" Frame Logging, Sproat Lake, Vancouver Island

Into this quiet scene comes the logger. The silence is broken by the ringing axe, the whining chain saw, and the shrill whistle of the donkey-engine. The rushing roar of the great trees as they fall with a crash is enough to frighten those who are new to the work. Danger is ever present. Great branches are often torn loose in the fall and these may crush an unsuspecting worker.

When the fallers have done their work, the tree is trimmed and cut into lengths suitable for handling. In some parts of the coast, logs are then rolled over a cliff and into the sea where they are kept in place by boom-sticks chained together to form a sort of fence on the water. The boom-



The Log Dump

National Film Board

sticks are really great logs and the boom chains which hold them together are very strong.

In the early days of logging on the Coast, the men who stood on springboards and cut down the giant trees were the heroes of the woods. To-day their place has been taken by the high-rigger, a daring young man who performs a difficult and dangerous task.



National Film Board

The High-Rigger

THE SPAR TREE

Speed is necessary in all branches of work to-day. Modern logging demands speed. To move logs from the depths of a forest to a spot where trucks and trains can handle them is a difficult task. Skid roads used to be built, but these took time. The idea of using a cable along which the log could be carried brought many changes. One of these

changes was the development of high-riggers. A study of their work is interesting.

A spar-tree is chosen by the woods' boss. It must be tall, straight, and healthy. It must be located at a point where logs can be transferred to trucks or trains with ease.

When the choice has been made, the high-rigger begins his work. He has strong boots with long spurs for climbing. He has a stout belt to which is attached a saw, an axe, and one end of a rope. He also has attached to his belt a loop of rope or light cable which will pass around the tree. Having tested his belt and the fastenings of his loop, he begins his climb. He digs his spurs into the tree, tosses the loop upward, leans back against the loop, and steps up with his spurred boots. The next time you see a workman climbing a telephone pole with his climbing irons, think of

the high-rigger. Since he cannot reach around the huge trunk, he must use his loop instead of his hands. Instead of climbing a pole thirty feet high, he must climb a tree two hundred feet high. If you have a good imagination you can see the picture.

When the climber reaches the branches, he cuts them off. This takes care and skill. The smaller branches he removes with his axe, the larger ones with his saw. So he climbs, moving up the tree and around the tree, stripping it as he goes.

At a point nearly two hundred feet from the ground, he decides that the top of the tree, or "crown", must be cut off. Beyond this point it is too small for the work which it must do. He then undercuts with his axe and finishes the job with his saw. When the crown breaks off, the trunk sways madly to and fro, so the high-rigger must be prepared for this violent motion.

Once the swaying has ceased, he begins his real work. With the small rope which he has had attached to his belt, he pulls up a block with a pulley in it. By using this small block, a large block is raised and fastened to the top of the spar tree. Guy wires are fastened around the tree, and these are anchored to large stumps or other trees near by. A giant cable is now threaded through the large block. It leads off through the woods and is anchored at the far end. Logs are brought to the spar tree by donkey-engines which pull the logs along this cable on large pulleys. No road needs to be cut, so time is saved. The position of the cable can be changed as trees are cut in new areas. The spar tree serves until all good timber near by has been hauled in. Then the high-rigger must go to work once more.

TAKING THE LOGS TO THE MILL

From the piles or 'decks' of logs gathered about the spar tree, trucks are loaded with logs which travel to the sea in



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Duplex Yarding and Loading

that manner. On reaching the 'booming ground' where they are to be floated away, the chains holding them to the trucks are released and the logs roll down a steep slide with a rush and a roar like thunder. When they strike the water they throw up a white spray which makes rainbows in the sun.

Not all logs are moved by truck; sometimes a logging train, on a track laid through the woods, does the work of many trucks. The train usually runs out on a long trestle at the head of a quiet bay and drops its logs down a slide into the water.



B.C. Travel Bureau

A Davis Raft of Sitka Spruce from the Queen Charlotte Islands

While the logs run free when they enter the water, they are soon collected into compact masses held together by booms. These “fences in the water” keep them together until the next step in the journey is prepared for them.

Every small bay and cove seems to have its collection of logs. Since most of these are far away from the mills

which cut them into lumber, it is necessary to have the logs moved to the mills. Special crews attend to this work. They are moved in booms. In making a boom, logs are selected and hauled into place by men with long pike poles or with a winch. They are then arranged side by side until a section the required width has been made. The logs are then bound together by a stick known as "a swifter". This is really a small log with holes bored in either end. A chain, passing through the holes, binds the swifter to the outside log on either side. Such logs are often called boom-sticks. When several sections, known as swifters, are bound together one behind the other, they form a "boom". By placing two logs in the form of a V at the front of the leading swifter, the boom is made ready for towing.

Tow boats of varying sizes steam up and down the long bays and narrow channels of the coast, towing booms to the great mills on Vancouver Island or the lower mainland. Such journeys are possible because the waters are sheltered from most of the storms which strike the coast. Booms cannot be towed safely through heavy seas. They may tear loose from the tow boat, or the logs may jump over the boom-sticks, and be lost on a rocky beach. In spite of an occasional accident of this sort, millions of dollars' worth of logs are taken to the mill each year in this manner.

However, when logs must be towed across open stretches of water where heavy seas are almost sure to be met, the "Davis raft" is used. This is made of a great number of logs, heaped one upon the other and bound together with stout cables. It is shaped at the ends to cut down resistance to the water. It takes time to build, and time and care to untangle; but it is a safe method of transporting the precious

timber through rough waters such as are likely on the passage from the Queen Charlotte Islands to the mainland. Hecate Strait is very rough at times and the Davis raft can take the strain.

I know you have heard of beach-combers. Perhaps you do not like what you have heard of them. On the West



B.C. Travel Bureau

Log Pond at Ocean Falls

Coast they are very useful people. Each timber company is likely to employ one or more of these men. They have a boat and a licence to pick up logs carrying the stamp of their company. These men are highly paid for returning logs which may have been lost on the way to the mill. In the fall and spring they do very well.

Most provinces have their lumber mills, their pulp and paper mills, and their ply-wood factories, so there is no need to describe them in detail. Likewise every province has its forest nurseries, its tree planting campaigns, and its fire wardens. In British Columbia the look-outs often find themselves six or seven thousand feet in the air. From their towers on the top of a mountain peak, they look for miles across forest and valley, ready to summon fire fighters should a gleam of fire or plume of smoke appear. The number of these guards has increased year by year. In order to interest young folk in the care of forests, Junior Fire Wardens are enlisted and trained for duty. This has interested many of them in British Columbia's greatest industry.

Logging camps have changed with the years. The little collection of cedar shacks has given way to well-built huts and homes. The homes are heated and lighted. The cook house and dining room are clean and bright. The food is of the best, and the amounts served are beyond belief.

Here and there, there are whole communities living on a raft. Homes, school, church, store, and community centre, float back and forth with the tide. Children wear life-belts when playing about during the day, for the water is deep and cold. When the trees have been felled in one location, the whole community is floated to a new location in the wake of a puffing little tow boat. This saves time, expense, and the inconvenience of moving.

Thus you see that on the West Coast some features of lumbering differ from those in other provinces.

Let's Go Fishing

FISH are found in every ocean and, since Canada faces three oceans, it is only natural that she should be interested in fishing. Ever since John Cabot returned to Europe with tales of the great schools of fish which he had seen near the eastern coast of Canada, fishermen have been busy catching those fish for a hungry world. The story of our eastern fisheries has been well told. It is a story of hardship and heroism. It is also a story of wealth and achievement. It is a magnificent part of our history.

On the rugged west coast of Canada, the fishing industry developed more slowly. As in the East, there are many varieties of fish, and some of these varieties are handled alike on both coasts. Cod and halibut are caught in much the same manner in both areas. After they are caught they are treated in similar fashion. On the West coast, herring are often treated differently. While some are sold fresh, some salted, and some kippered, many of them are sent to what are called "fish-reduction plants". In these plants the fish are reduced to a 'meal'; that is, they are ground into a sort of powder. This fish meal is an excellent fertilizer and is used as such. Some people feel that it is almost a crime to destroy good human food in order to produce food for plants. But the 'reduction' continues in spite of protests. Of course, other less edible fish find their way to such plants and there is no objection made to such a use of them.

SALMON FISHING

It is the salmon industry which makes the fishing on the West coast so different from that on Canada's eastern seaboard. When visitors first reached the shores of British



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Mending Fishing Nets, Queen Charlotte Islands

Columbia they saw a strange sight. Each fall the rivers and streams flowing into the sea were choked with great silver fish heading up stream. Along the banks of the streams, Indians, using spears, took their toll. The fish were killed, split open, and hung on racks to cure in the sun and air. In this way the Indians prepared their winter food supply.

The salmon was as important in their lives as the buffalo was in the lives of the Indians of the Plains.

Early white visitors enjoyed eating the fresh salmon but did not very much like the 'cured' fish. They soon learned how to salt the fish in such a way that it would keep throughout the year. As shipping increased, kegs of salted 'salmon bellies' were shipped to various parts of the world. Since some of these came from New Westminster it seemed to the people of that city a good idea to keep alive the name of one of their first products. A great lacrosse team, which won the Canadian championship, became known as the Salmon Belly Team, and since then the "Salmon Bellies" have kept the name of New Westminster before the people of Canada.

It was the canning process which enabled the salmon industry to flourish. The little tin can made it possible to ship the fish to all parts of the world and nearly spelled the doom of the beautiful fish. Let us look at the story more carefully.

A great deal of study has taught us much about the western salmon. We have learned that they have a life cycle which lasts four years if they meet with no accident. If we could follow these fish as they enter the rivers each fall, we would see a real drama. Along the banks, natural enemies lie in wait. The Indians, as we have said, take their toll; bears wade into the shallow waters and scoop the fish out upon the bank, where they eat them at their leisure; eagles pounce on those which swim near the surface, and carry them off to a secluded spot for a quiet meal. The salmon's journey upstream is a risky one. In spite of this, and in spite of rapids, falls, and log jams, many of the

fish reach the quiet waters of the spawning grounds in lakes and streams among the mountains. There they deposit their eggs in a hole scooped in a bed of gravel and, having covered them as well as possible, the parent fish die!



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Unloading Salmon, Ceepee

In the spring the eggs hatch, and tiny little minnows flit about among the stones seeking food or dodging hungry enemies. In the fall they begin to move down stream, and by the following spring they reach the sea where they live for two or three years and grow into full-grown salmon. Then, by some mysterious instinct, the salmon returns to the place where it was born in the mountain stream. Against

all opposition it fights its way back to spawn and die as its parents had done.

When the time arrives for the salmon to return to the streams and lakes where they were hatched, the fishermen are prepared. They have painted and repaired their boats, repaired their old nets or purchased new ones, and have made arrangements with the cannery to buy their catch. Some of the men own their boats and gear, others rent them from large fish-packing companies. The boats themselves are of all sizes and colours. Some are propelled by oars, especially where the fishing grounds are sheltered and the fishermen are low in funds. Many are small, sturdy boats propelled by gasoline engines. Such boats are able to ride out a fair-sized storm. Some are quite large and are able to sail into the open ocean where they troll deep for the big 'spring' salmon. The west coast fishing fleet is a colourful collection of boats—and a very large one.

USING A GILL NET

The fish are caught in several ways. The most common method is by the use of the gill net. This is the same type of net which is used for certain fish in all parts of the world. The mesh is large enough for the full-grown salmon to force his head through but his gills prevent him from backing out when he discovers that his body is too large to pass through.

Much of the gill-net fishing is done at night. The net is spread across a section of water. There is a float which supports the end not fastened to the boat. This float has a tiny flag which shows by day and a light which shows by

night. Ships passing through a coast fishing area must take great care not to ruin the nets of the fishermen. The sight of hundreds of tiny lights dancing on the water on an August night is one that is never forgotten.



Ceepee Cannery, Vancouver Island

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When the nets are hauled aboard, the salmon that have been caught are placed in an ice box and the fisherman leaves to deliver his fish to the cannery or to a cannery tender, a large ship, where he is given credit for his catch. He renews his supplies, repairs any damage which may have resulted from his night's work, and returns to make another set. He is a very busy man when the 'run' is on.

Since the salmon always head for the mouths of rivers, it is natural that the fisherman should gather in those areas. Because it might be possible for all the fish entering a river to be caught, there is a regulation which tries to make sure



Loading Cooking Retort, Salmon Cannery

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that such a thing can not happen. A certain part of the channel must be left open and no nets may be spread in that section. To make sure that a good number of the fish reach the spawning grounds, a portion of the week is set aside during which no nets may be spread anywhere in the river. The salmon which reach the stream during that period have free entrance to their early homes.



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Salting and Packing Cans at
Salmon Cannery

TROLLING

Another method of catching these fish is by trolling. Long poles stretch out at either side of the fishing boat and strong lines are attached to the ends of the poles. These are baited with 'flashers' and herring, and are weighted so that they will drop far down into the water. The boat proceeds at a slow, even pace through the fishing ground

and the fishermen watch the poles. When one begins to bend violently the fisherman pulls in the line, and in comes a large silver fish. It is dropped into the ice box, and the cruise continues. It is an interesting and exciting occupation. When the price of fish is high, it is a well-paid occupation.

FISH TRAPS

Still another method of fishing is by the use of traps. Such traps are not at all like the traps you use to catch mice. They are large enclosures made of stout piles and wire mesh. A long arm extends out from the shore and curves gently in towards the enclosure. The fish follow this arm until they find themselves in the corral and there they stay. They dash around looking for a way out, just as you would

do if you found yourself in a maze. Then the fishermen lift them out with a dip net and they are soon on their way to the cannery.

THE PURSE SEINE

A popular method of catching salmon is by the use of a purse seine. This is a very deep net used by large boats called "seiners". When a school of salmon is reported approaching the coast, the seiners move out to meet it. On entering the school, one end of the net is fastened to a small boat and the mother ship moves off to circle around the fish. When the ship has completely encircled the school and again reaches the small boat, the two ends of the net are fastened together. Then the crew closes the bottom of the net by pulling on a drawstring. This does the same thing to the bottom of the net as the drawstring does to your marble bag. Now the fish are really in a "purse". The crew of the seiner begin to draw in the net. It is pulled in over a huge roller which takes up much of the stern of the ship. As the net comes aboard, the salmon are crowded closer together and are brought near the surface. Then, by using a dip net, the fishermen transfer the fish from the purse to the hold of the seiner. The net is then cleaned and made ready for a new set.

Many people think that this type of fishing should be banned. They claim that it is possible to destroy the whole supply of those salmon which, like the coho, travel in schools. However, at the time of writing, it is a popular method with those who own a seiner and with cannerymen who enjoy a large pack.

Another method used by American fishermen on the Columbia River is most interesting. It is the use of a water wheel. The wheel is set up in a narrow part of the river. The force of the water keeps it turning, and large mesh scoops pick up the fish. A tilted trough shoots the fish towards shore where they slide into a large box full of ice. The box is locked. Trucks call at the boxes at regular times and take the fish to the packing plant. Such a device works while the fishermen sleep.

The native Indians are taking a very large share in salmon fishing. Many of them have begun to use all the gear devised by white men and have grown wealthy by their work. Some, however, catch their winter's food in the old manner. They stand on a rock or on a rickety platform built out over the swirling waters of canyons like the Fraser Canyon and spear the fish as they pass beneath them. It is an interesting sight.

The cannery is a busy, noisy place when the season is on. When fish are delivered, they must be canned at once or they will spoil. Crews of workers keep the machines working at top speed so that thousands of cases of this great food fish are made ready for market in a few short weeks. Then these great buildings are closed down and remain silent and deserted until another season comes.

CONSERVATION

Because fish were wasted in the early days of the industry, steps have been taken to prevent the total destruction of the salmon. The closed season, protected areas, and strict fisheries patrols, have helped. Fish ladders and other devices

have been built to help the fish reach their spawning ground. In the Fraser Canyon, fish tunnels have been built to help the salmon pass through Hell's Gate where the water is too fast for the fish to swim against. These things have helped to increase the supply of salmon. Fish hatcheries have added their bit to the struggle and the coast streams may once again be choked with a 'silver horde'.



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Casting on Big Sheep Creek

FISHING FOR SPORT

Though sport fishermen do not take as heavy a toll of salmon as do the commercial fishermen, they do take a great number of fish each year. Trolling is the favourite method. A light line with a 'flasher' is used. Some use a rod, some a hand line. Often two or three lines trail behind one boat. When a 'strike' is made, the lucky fisherman

has a thrill which may last from ten minutes to half an hour. It is a battle between fisherman and fish, and hundreds of people from all over the continent visit the coast each year hoping to take part in such a battle. Because there is always a chance that a big 'spring' may strike, it is a thrilling sport. These fish may weigh as much as sixty or seventy pounds. They are fighters. When one of these beauties takes your lure, you have a real struggle on your hands. Each year,

at Campbell River and at Port Alberni, dozens of men and women fish for weeks hoping to come in with such a prize. The Tyee Club awards buttons of bronze, silver, or gold, according to the weight of the fish caught. The club has a large membership.

At Cowichan Bay, fishermen discovered that the coho salmon would take a fly. To-day many men visit the bay each fall to cast for coho. A salmon on a fly line can do things to your blood pressure. This is real sport fishing.

Among the many fish on the coast are two which have become important in recent years. Dogfish, which resemble a shark but are small, were a nuisance. They ate other fish, and spoiled salmon caught in nets. Someone discovered that the oil in their livers was valuable, and fishermen began to catch them in large numbers. The same applied to the basking shark, a great, lazy creature which is found in some parts of the gulf. It is not a major industry, this catching of coarse fish for the oil in their livers, but it is interesting enough to mention.

A Visit to the Flower Gardens

FLOWERS grow in all parts of Canada from the cold, wet Arctic plains to the southern tip of Nova Scotia. Each part has its beautiful native flowers. The people are proud of them and do what they can to protect them. The colour and perfume of the flowers add much to the charm of every section of our land.

Even among the dark forests of the west coast flowers grew. They were pale but beautiful. None of the early visitors could foresee the day when this section of Canada would grow acres of flowers. This, however, has happened and all parts of Canada can be proud of these great flower gardens.

When settlers from Britain reached Vancouver Island and the lower Fraser Valley, they found the climate much like that of England. Winters were mild and rains were frequent during the spring and autumn months. Some of these new-comers had brought with them seeds from their old gardens. When they had cleared a bit of land for their forest home, they planted these seeds around their cabins and waited to see what would happen. The seeds seemed to like their new homes. They grew and multiplied. Rough, bare yards became beautiful, and the scent of the flowers brought back happy memories of homes far away. No one thought of making money from these flowers. They were grown to make homes beautiful and happy. The 'quaint,

old-fashioned gardens', still found in parts of Vancouver Island, are survivors of this early period.

CUT FLOWERS

As the population increased, it was found that flowers could be sold. People who lived in crowded quarters in cities, or people who, themselves, had no love for gardening, often wished to brighten their homes with a few blooms. The commercial florist made his appearance and is now a fixture. Here, as elsewhere in Canada, he operated from a greenhouse for some years. However, bolder spirits began to

Bunching Daffodils

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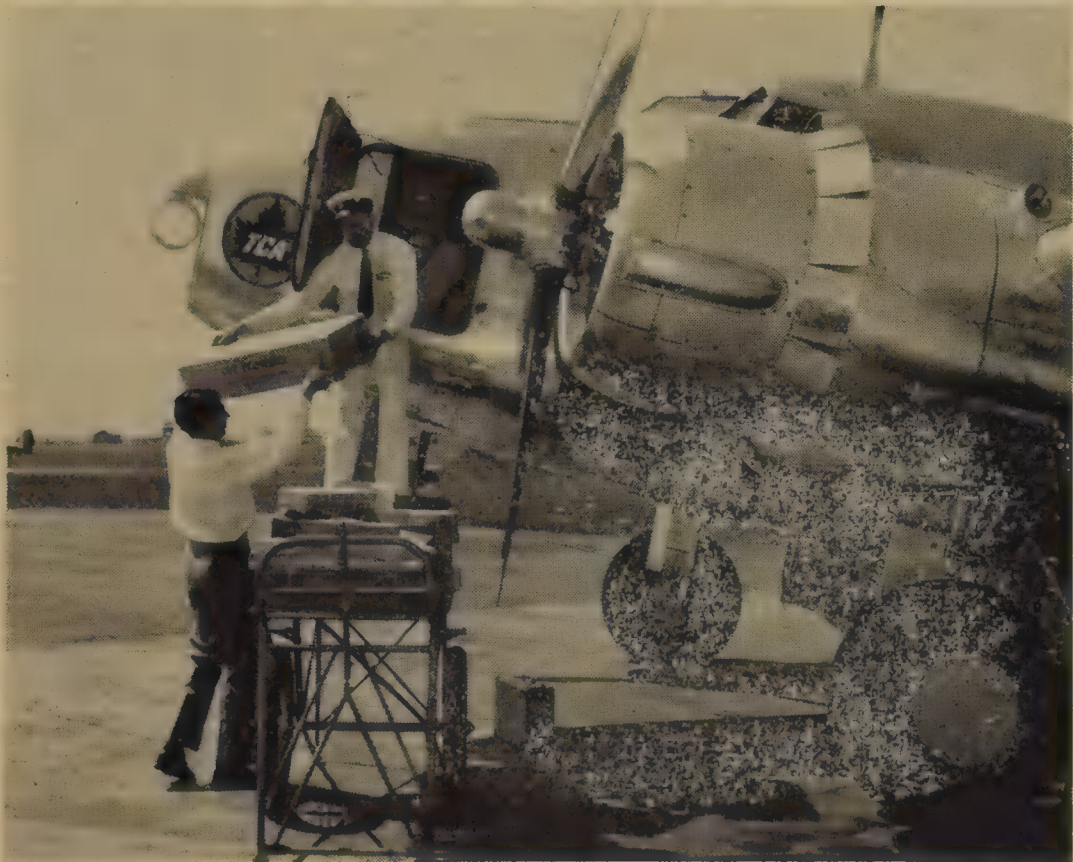


feel that green-houses were too small to meet the increasing demand. Flower farming became a part of Canadian agriculture.

The first efforts were directed towards raising plants from which flowers could be cut and sold in bunches or in dozens. Small plots gave way to larger plots. These in turn gave way to fields the size of those in which hay and grain are grown. Such fields are beautiful. At times a whole field is filled with flowers of one kind. Fields of daffodils and tulips are common sights on Vancouver Island and on the coast of the lower mainland. Other fields are planted with a variety of flowers. In the growing season such

Shipping Tulips by Air from Victoria

B.C. Travel Bureau



fields resemble a lovely old patchwork quilt. Bands and squares of bright colour contrast strongly with the dark green trees which border on the field. Such sights are worth seeing. Tourists and natives alike enjoy the beauty and fragrance of these fields and flowers.

Production of plants for the cut-flower market has increased rapidly since the aeroplane has taken its place in our transportation system. It was difficult to keep flowers fresh for several days in a train. To-day, flowers cut one morning on the Saanich peninsula may be purchased the next morning at a florist's shop in Montreal or Toronto. They will be fresh and fragrant. In spite of the expense of this long trip such flowers can be sold almost as cheaply as similar flowers raised in green-houses in eastern Canada.

BULB GROWING

Another move in the development of flower farms was the decision to raise bulbs for sale. It has been known for some years that bulbs of all kinds did well in the coast area. But it took time to sell the idea to Canadians that local bulbs were as good as those imported from Europe. During the Second World War when Europe was overrun and bulbs could not be purchased from that source, the local growers took over the market. By careful selection and cultivation they produced bulbs which were as good as any that could be secured from any other source. By active advertising, they placed their product before the people of Canada. Once the bulbs were tried they told their own story. To-day thousands of bulbs are sold to people all over North America. The gardens which are planted with these bulbs



Hyacinth Bulb Farm

B.C. Travel Bureau

are beautiful to behold. The bulb has become an important product in Canadian agriculture.

SEED GROWING

Have you ever examined the seeds of the pansy? When you do, you will be surprised at their size. They look like grains of powder. Imagine picking these seeds and being paid by the pound for your work! Yet that is being done. Not only pansies but many other flowers are grown for their seeds. While there is a great deal of money to be made in raising flower seeds, it is a most exacting task. A look



Bulb Farm, Vancouver Island

B.C. Travel Bureau

at some of the problems of the grower should be worth while.

To begin with, he must be careful to select the right soil for his flowers. Some flowers thrive on bright sunny hillsides. Others seem to like low land. A few need shade for at least part of the day. Some do well with very little water, while others seem to enjoy having their feet wet much of the time. The flower farmer must know what his plants will need and must buy his land to suit his flowers.

In the early years of his work he must rely on others for his seed. You have looked at packages of flower seeds and have been attracted by the beautiful blooms which adorn



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Flower Seed Farm, Saanich, near Victoria

them. You may, perhaps, have purchased a package or two and planted the seeds. Sometimes the picture on the package bears little resemblance to the flower which grows in your garden. The artist seems to have used more colour than nature could supply. The flower farmer faces the same difficulty. He purchases his seeds from the most reliable dealer he can find. He plants them carefully and watches their growth. From the crop he selects the finest blooms and marks them. He will allow these to grow and develop seeds. These seeds are harvested carefully. They are graded and put away for next year's planting. By doing this for three or four years in a row the grower develops a

strain of seed on which he can rely. These seeds will produce a certain type of plant with a certain type of flower. It is now safe to package the seeds and put them on the market. When people know that they can rely on seeds produced by a particular grower, his market is sure. He can safely proceed to clear and plant more land. His returns will be good. This is happening to growers on the lower west coast.

OTHER BLOOMS

The people of the coast have always enjoyed the sight and fragrance of roses and honeysuckle. Roses are taken for granted, and are found in every garden. When a winter is particularly mild they bloom outdoors in January. In spite of the fact that there are so many of them, they are still one of the most popular cut flowers.

Holly has become a source of income for many people in this area. Holly trees grow to a great height and their shiny green leaves contrasting with their bright red berries are very popular as Christmas decorations. Because it keeps well, holly is shipped to all parts of Canada and to parts of the United States by train, bus, and aeroplane. Many parcels are sent through the post office.

A few people raise beds of lavender both for pleasure and for profit. On a summer evening a bed of lavender will send its delightful perfume through the whole garden. When dried and packed in neat little sachets, it is used by many women in cupboard and bureau drawers. The perfume from the little packets spreads to the contents of the drawer. It is very pleasant. However, it finds competition in moth

balls which, while not so pleasant, perform a service which lavender cannot match.

Rockeries have become very popular in recent years. Realizing that a new market was opening, some nurseries began to gather and develop plants which would be suitable for this new type of garden. Because space was limited, plants suitable for a rockery had to be small. Then, too, the owner of the rockery wanted to have plants in bloom all year. It is now possible to purchase a great variety of plants for this purpose. Some are at their best in the early spring; each succeeding month has its quota of beautiful blooms and foliage. Men who raise these plants for sale have a ready and growing market. People who have a well built and carefully planted rockery have a spot in their garden which is ever changing but always beautiful.

BROOM

Before leaving this topic it might be interesting to tell of one flower, a shrub in fact, which has become somewhat of a nuisance in coastal areas. Seeds of the broom plant were brought from the old land and planted on the lower end of Vancouver Island. It was a welcome sight to lonely folk and they helped to spread it from farm to farm. Soon the broom took over large tracts of land in its new home. It grew thickly and smothered other plants. Its tough stems and tougher roots made clearing difficult. Many a new settler in recent times has wondered why anyone could have been mad enough to have started this 'pest' growing in Canada. Nevertheless it is the broom which has created one of the unforgettable sights of Victoria. In the month

of May the hill at the centre of Beacon Hill Park is a riot of yellow blooms. Both tourists and natives revel in the flaming beauty of the scene. At that season no observer would think of calling the broom a 'pest'.

The above account might cause the reader to think that the people of the west coast are interested in flowers only because they can make money from them. Do not think that. A few people do make money from raising and selling flowers, but most of the citizens merely enjoy them. If the professional growers can give them larger and more fragrant blooms, they will thank them and enjoy their gardens all the more.

A Visit to the Okanagan Valley

WHILE many areas of Canada produce good fruit, the Okanagan Valley has become famous all over the world. The fruit grown there is beautiful to look at and delicious to eat. It is well worth a visit.

The valley is long and narrow. It winds for a hundred miles between two ranges of mountains. Along the floor of the valley lies beautiful Okanagan Lake. On 'benches', which rise along the shores of the lake, and on the sides of small valleys which lead into the lake, are the orchards. They rise to the edge of the pines which clothe the higher parts of the hills.

The orchards are small, many of them containing only five or ten acres, and very few containing more than forty acres. In order to make a good living from a small orchard, great care must be taken in selecting young trees. New owners may visit the experimental farm at Summerland where expert advice is obtainable. Having, with this help, selected his trees, the new orchardist plants them carefully in well prepared soil. He must then wait for his returns.

Let us visit a producing orchard. In it we shall find several types of fruit, peaches, apricots, cherries, plums, pears, and applies. Each grower has his favourite fruit and will plant most of his orchard with that type of tree. Since apples seem to be the principal crop, we shall follow one from bud to grocer.



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Spraying between Okanagan Falls and Oliver

In the early weeks of the apple's growth, it will be sprayed many times. A spray sheet, issued by the experimental farm, shows the number and type of sprays which should be used to combat various pests. It is a cold, discouraging sort of job but the results make it very much worth while.

When the blossoms come, the spraying ceases for a time. If the trees were sprayed while the blossoms were open, the bees, which are necessary for fertilizing the blossoms, would all be killed. The 'benches', in blossom time, are very beautiful and the bright clear air has a fragrance all its own.



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Orchards and Homes, Penticton

Soon after the fruit forms, growers begin the process of 'thinning'. Not all the apples on a branch can be allowed to grow or most of them would be small and starved. Thinners leave apples four or five inches apart and strip off all the rest. After the thinning, the ground under each tree is covered with small green apples.

Soon the warm days of summer cause the fruit to begin its growth. It swells in size and begins to take on colour. One or two more sprayings kill the late pests, and water, gurgling through the irrigation ditches or flashing from sprays, helps the fruit on its road to market.



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Picking Apples, Penticton

The great day dawns when the orchardist announces that the 'Macs' are ready. Everything and everybody begins to move. Pickers take ladders and canvas bags and move towards the trees. They place their ladders carefully and climb rapidly into the branches. The pickers work quickly, placing the fruit with care in the canvas bags which hang about their necks. When the bags are full (they hold about forty

pounds of fruit) the pickers back down the ladders and empty their loads into waiting boxes. They pour gently, for the fruit must not be bruised. Soon there are many full boxes in the orchard. The first step in the journey to market is over.

Let us follow the boxes which have been filled. The farmer loads these on a wagon, a truck, or some such conveyance, and hauls them to a platform on the road which runs by his farm. There he piles them neatly and returns for more. By evening, when the pickers have finished for the day, the platform is groaning under its load.

The apples haven't long to wait. Trucks from the nearest packing house begin their rounds. Each truck has certain calls to make. At each stop the drivers load the boxes which have been piled on the platform. They count as they load, and give the orchardist a receipt for the number

of boxes which he has picked that day. Then they hurry to the packing plant and unload their fruit. Here, too, each orchardist's fruit is checked and labelled so that there will be no loss nor yet any mixing of fruit.

In the morning the shipment starts through the grading machines. The apples are emptied on great, moving belts and expert graders select the fruit as it passes them. They place their selection in bins labelled Grade

I, II, III, etc., and throw out any fruit which is marked badly or bruised. This fruit is cull fruit and is useful only in the making of apple juice. Much of it is not even used for that, but is destroyed. When the sorting of the shipment is completed, a slip is made out to the shipper which shows how his fruit graded and what credit he now has at the plant.

But the apples do not stop. Beside each bin stand packers. Most of the packers are women with special training and a talent for the work. They are able to seize an apple in one hand, a sheet of tissue paper in the other, and with a movement almost too quick to follow, to wrap the fruit and place it in a waiting box. The speed with which these women pack a box is wonderful to see.

When the box is full to overflowing, it is set on a conveyer and moves along towards a machine which fixes the lid to



B.C. Travel Bureau

Packing Apples, Okanagan

the box with one motion. The box then moves on. Another worker stamps the grade on the box while it is moving. Still another fixes the label on the end of the box with a splash of a paste brush and a twist of the wrist. By this time the box is climbing towards a storage room where it will be kept cool until taken to the refrigerator cars for shipment to all parts of the world.

Because the fruit of this valley is all sold through a co-operative to which all the growers belong, it receives special attention from them. The packing house is part of the co-operative and no fruit is allowed to reach the market unless it measures up to the high standards which they have set. In order to make sure that these standards are maintained, a Dominion Fruit Inspector takes sample boxes from all shipments and tests them with great care. If a percentage of the fruit falls below his standards, the whole shipment is thrown out for re-grading or destruction. In every possible way the fruit growers of the Okanagan try to protect the public and themselves.



Harvesting
Apples,
Oliver

B.C. Travel Bureau

Recreation

Now that we have seen how the people of British Columbia work, it should be interesting to see how they play. Because the majority of the early settlers were from the British Isles, it was natural that they should bring with them their favourite games and their love of all sports. Rugby and soccer were winter favourites; tennis and golf took up the summer months. To-day you will find these flourishing in all parts of the province. Other sports have been imported from other sources. Ice hockey, Canadian football and lacrosse came with new settlers from eastern Canada. Baseball and basketball were imported from the United States. Cricket, grass hockey, badminton, and lawn bowling were added to the list. Each sport has a large and growing number of players and fans.

Sailing and swimming are very popular summer sports. Boats of all kinds and of all sizes make their appearance with the spring. Regattas are the order of the day from early summer until the season ends with September. On the coast, power-boat owners go on cruises throughout the year as the sheltered waters of the gulf are safe for these craft at all seasons.

Here and there in the mountains, chalets have been built and those hardy souls who like climbing, or who enjoy skiing, spend week-ends or longer periods in these beautiful resorts.

With the improvement in the roads of the province, more and more people travel to the interior to visit ranches and newly constructed hunting and fishing lodges. The abundance and variety of game and fish is luring ever larger numbers of tourists to the interior valleys. Game protection has become a very important branch of government activity.

To make sure that future generations will have a place to play in, large areas of land in various parts of the province have been declared public parks and are closed to hunters. Some of these, such as Garibaldi Park, are situated close to large centres of population. Others, such as Tweedsmuir Park, are in more isolated spots and only those people with plenty of time and money can visit them at present. However, these playgrounds belong to the people of the province. If they are preserved, it will always be possible to see how the country appeared to the early explorers. Wild creatures, too, can be seen in their native surroundings.

Art galleries, music salons, and theatres provide pleasure and instruction for many people. Concerts from visiting artists draw large crowds. Vancouver's "Theatre Under the Stars" has become widely known as a major summer attraction.

The people of British Columbia know how to play. Visitors should have no difficulty in finding a place in such a calendar of sports and hobbies. The government of the province has shown its interest in the field by appointing a Provincial Director of Recreation. It is his duty to assist programmes already in operation and to help organize new activities where they are desired.

The People

THE INDIANS

B RITISH COLUMBIA has many racial and national groups. When the explorers came they found the area populated with Indians. Villages were found on the shores of sheltered bays along the coast. The huts were made of cedar and often covered with split cedar or cedar bark. Totem poles decorated many of these villages and each pole told its own story. At first the Indians were friendly to the white visitors. When their kindness was abused, they became angry. On several occasions fights took place and people were killed. As the number of white men increased, the Indians retired to their villages. They saw their land being overrun, and were unable to do anything to prevent it.

As the years went by the more venturesome braves began to mix with the new society. They excelled as guides and trappers. Many became independent. Some of the Indians became fishermen, and others took their place as woodsmen and longshoremen. Linked together to-day as the Native Brotherhood, they are demanding their full rights as citizens.

THE ANGLO-SAXONS

The dominating group in the province is the Anglo-Saxon group. From this source has come the general pattern of law, religion, language, and government. The Americans

have brought with them their industry and initiative. The cities of British Columbia are patterned after American cities. American automobiles travel over roads built and marked like American roads. The movies, restaurants, and wayside stands all show the mark of American influence. But the social and legal institutions are still more British than American.

OTHER EUROPEAN GROUPS

During the last decade of the nineteenth century and in the early part of the present century, many groups arrived from all parts of Europe to settle in the province. Some, like the Doukhobors and Mennonites, religious groups from Russia, settled in colonies in the Kootenay and Fraser Valleys. They were granted exemption from military service by the government at Ottawa, and their leaders have attempted, on many occasions, to have them exempted from other duties of citizenship. They have been slow to accept Canadian ways of life, but progress has been made. Other groups from Europe have sent their children to the public schools without question and have become Canadians in every way.

THE CHINESE

During the days of the gold rush the Oriental problem made its appearance. A few Chinese came with the miners and took their place in the gold fields. No one was much interested in this early group, but when the C.P.R. brought in several hundreds of them to work on the railway and

forgot to take them home again, Canada had a problem on her hands. The people of British Columbia wanted them deported, but Ottawa and London would not consent. A heavy head tax, five hundred dollars, was imposed. This slowed down arrivals. However, there are some twenty thousand Chinese residents living in densely populated areas of the larger cities of British Columbia and they keep alive their language and customs. They do add colour to the community but for years little was done to enable them to take their place as full citizens in a free society. The Canadian Citizenship Act of 1946 has made this possible.

THE JAPANESE

About 1896 a few Japanese arrived and were admitted without much difficulty. Soon a stream of these people began to pour into the country and protests were made to Ottawa to stem this peaceful invasion. A 'gentleman's agreement' was arranged between the governments of Canada and Japan restricting the new arrivals to a certain number per year. These industrious people soon made their presence felt. They took over much of the dry cleaning business of the cities of the lower mainland and soon were in control of much of the green-grocery trade. They entered into the fishing industry and into small fruit farming to such an extent that they were a threat to the livelihood of the white folk engaged in these operations. After Pearl Harbour, the old demand for the evacuation of the Japanese was revived with renewed force, and the government at Ottawa took action. The coast area was declared a defense zone and all enemy nationals were to be removed from the zone. First gathered

into a huge camp in Vancouver, they were shipped to the interior ghost towns in the summer of 1942, and there they have remained. The government granted permission to the Japanese to move to points in Eastern Canada and take regular positions if such could be found. Eastern provinces were willing to take them on the understanding that they would be relieved of them when the war ended. Such a condition caused many of the Japanese to hesitate to move, and it took some time to convince them that it was the wise thing to do.

As reports of fair treatment and steady employment reached those who had remained in British Columbia, more and more of the younger Japanese moved to the East. When the war ended, people all across Canada began to demand for these people the full rights of citizenship. Bit by bit the government granted these rights. In the summer of 1947 the government declared that the last restriction would be removed by the end of March, 1948. Should they still wish to do so, they might return to the Pacific Coast where so many of them were born and raised.

THE EAST INDIAN GROUP

Another group which arrived here mysteriously was the East Indian group. They, too, brought colour, with their turbans, black beards, and flashing eyes. As citizens of the Empire they expected to be made welcome. They were welcomed by those who wanted cheap labour in the early days of construction; but, socially, they have been treated as outsiders, and politically they made no progress until 1948 when they were granted the right to vote. The

Chinese were given this privilege at the same time. The people of these two racial groups will now take a more active interest in Canadian affairs. They have become Canadian citizens.



Brockton Point, Stanley Park, Vancouver

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Peace Arch, Douglas, B.C., celebrating the continuing good-will between
Canada and the United States



B.C. Travel Bureau

Historic Plaque, near Bamfield, commemorating laying of British state-owned Pacific Cable



B.C. Travel Bureau

Speaker's Chair, Legislative Buildings, Victoria

Government

FOR some years after Simon Fraser built Fort St. James, the interior of the province was governed from that post. The Chief Factor of the Hudson's Bay Company in New Caledonia was the governor. It was his duty to see that laws were obeyed and that justice was administered in the area.

When the headquarters of the Company on the west coast was moved to Victoria, James Douglas, as Chief Factor, became the Governor of Vancouver Island. He was an able man and kept peace and order in the whole region. He worked faithfully for the Hudson's Bay Company until the area became a crown colony. He then became the first Governor of this new colony and worked as hard for the good of the settlers as he had for the Company.

When Vancouver Island and British Columbia joined to become a province of the Dominion of Canada, a governor was sent out from England. Richard Blanshard was the first governor. He found that he had little to do. In one of his letters he described himself as "A governor with no one to govern". From such a beginning the government of British Columbia has progressed step by step. To-day the government of the province is the same as that of the older provinces of Canada.

In the early years of British Columbia's history as a province, the members were elected to the assembly in Victoria without regard to party. They worked hard for

their constituencies and for the province as a whole. By 1900, groups were forming and upsetting the government by voting against important measures. Changes of premiers became too frequent. To end this, the late Sir Richard McBride, in 1903, selected only Conservatives for his cabinet. He could then be sure of support for his five-year term, as these members were bound to uphold government measures. Of course, the Liberals came into being almost at once, and elections for many years were fought out between these two groups. During the depression period of the 1930's a third party, the Co-operative Commonwealth Federation, was born. At first it seemed to be largely a 'protest party' but gradually it seemed to develop a political philosophy, socialistic in character, but no longer a mere mouthpiece of those who were against the government. In the provincial election of 1941 their power was shown. They elected so many members to the house that the two old parties were forced to join hands in order to form a stable government. The Coalition Government has served the province well under the able premiers, the Honourable John Hart and the Honourable Byron Johnson. The C.C.F. members have provided a wide awake and most active opposition.

The government of British Columbia has tackled many problems, but in the fields of education and social service it has exerted special efforts. It looks after teacher training, the University of British Columbia, and school inspection. To a great extent it assists in building new schools. To serve those who cannot reach established schools by reason of poor health or of isolation, the Department of Education has developed effective correspondence courses. It is pos-

sible for a student to progress from Grade I to Grade XII by this means. Nor is this service confined to young folk. Any adult may register for any course offered, and carry on the work at his leisure on board ship, in his trapper's cabin, or in a lumber camp.

In the cities, Extension Courses of all sorts are provided by the University; and night schools open their doors to thousands every fall. In short, if any citizen of British Columbia does not receive an education, it can not be said that the government is at fault.

The Social Service programme, which made a feeble start under the direction of earnest volunteers, has now grown into a network of governmental activity. Allied to, and working with, the Public Health Services, this group now reaches all parts of the province. Almost every type of assistance is given when investigation proves that such assistance is really necessary. In time the general health and welfare of the province should show marked improvement because of this well-planned effort.

Great hospitals for the sick have been built with the assistance of the provincial government. The work in the field of preventive medicine is expanding rapidly and when its full effects are felt there should be less need for hospital accommodation.

The control of crime is a major problem in all civilized communities, and the provincial government is aware of its responsibility in this regard. The provincial police force looks after law enforcement in all unorganized areas of the province and in some organized municipalities where their services have been requested. Local police forces in the larger cities and in some municipalities work under the

direction of the Attorney-General of the province and co-operate well with the provincial force. Aside from the usual city jails, police courts, county jails, and county courts, the province has launched two experiments in the field of crime control. Probation officers, with headquarters removed from the city jail, have been appointed. They are young men who are interested in their work and who have had special training in handling such problems. Young offenders, instead of being sent to prison on their first offence, are placed under the care of the probation officers. These officials advise the probationers on such things as extra schooling and hobbies. They assist them in securing jobs, and help them when help is needed. The results of such work in re-establishment have been very encouraging.

For those who need some institutional care, a special institution has been established. It is an adaptation of some of the features of the Borstal Schools of England. Visitors would find it much more like a school than a jail. Training, instead of punishment, is the main aim of this type of institution. It was temporarily discontinued during the war, for young men who might profit from a stay there often made good soldiers. Money was provided for its re-opening in the spring of 1947. This was carried out, and selected young offenders are being trained for jobs and for citizenship.

In every field the government has shown that it is willing to listen to the reasonable demands of responsible people. It may be slow in bringing in new methods of handling social problems, but, where pressure is constant and sincere, changes will be made. All members of every community should be aware of this and should show an active interest in their government.

Conclusion

DURING World War I, 1914-1918, the coast of British Columbia was free from attack by the enemy. In the opening months of the war, a small fleet of German ships approached the coast but turned southward without doing any harm. British Columbia was free to build ships and to ship supplies to the Allied armies without danger to herself.

During World War II, 1939-1945, the story was different. The Japanese taught the people of Western Canada that the world had grown smaller, and was not nearly so safe as it had been. One of their submarines surfaced near Estevan, Vancouver Island, and fired shells at the light-house on that point. No one was hurt, but enemy shells had landed on Canadian territory. When the Japanese captured Kiska, the people of the coast had to prepare for bombing raids. Thousands of dollars were spent for this purpose. An air raid warning system extended for miles along the coast, and air and sea patrols were in constant touch with coast-defence headquarters. Thousands of citizens were trained in various types of air-raid precaution work, and manned A.R.P. posts throughout the province. Enemy balloons carrying explosive charges were released in hundreds to drift over the coast. These were designed to set fire to the great forests of British Columbia, Washington, and Oregon. As a weapon, they failed sadly, but they demonstrated what could be done if more effectively planned.

While none of these attacks was of a very serious nature, they demonstrated the fact that, even in the New World, Canada, too, is vulnerable. The sea and the mountains are no longer safe defences. The only real defence is the elimination of war, first by the setting up of a functioning society of United Nations and then by getting to know and understand the other people in this "shrinking world". If the people of all nations should become good world citizens and learn to love their neighbours, the atom bomb would lose its power.

When next you pass a stone cairn on the highway, stop and read the inscription. Think of the hardships endured by the honoured citizens, that we Canadians may live in such a lovely land. If they were willing to risk everything to secure this province for the people of Canada, we should be willing to risk as much to keep it for them. Faith and honest work will make this rich and beautiful corner of the continent a fitting monument for those who made it ours.

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Forts erected by Simon Fraser 1805-1807
Fraser's journey to the sea 1808.....

British Columbia

Fort McLeod

Fort St. James

Fort Fraser

Fort George

Alberta

Athabaska Pass

Howse Pass

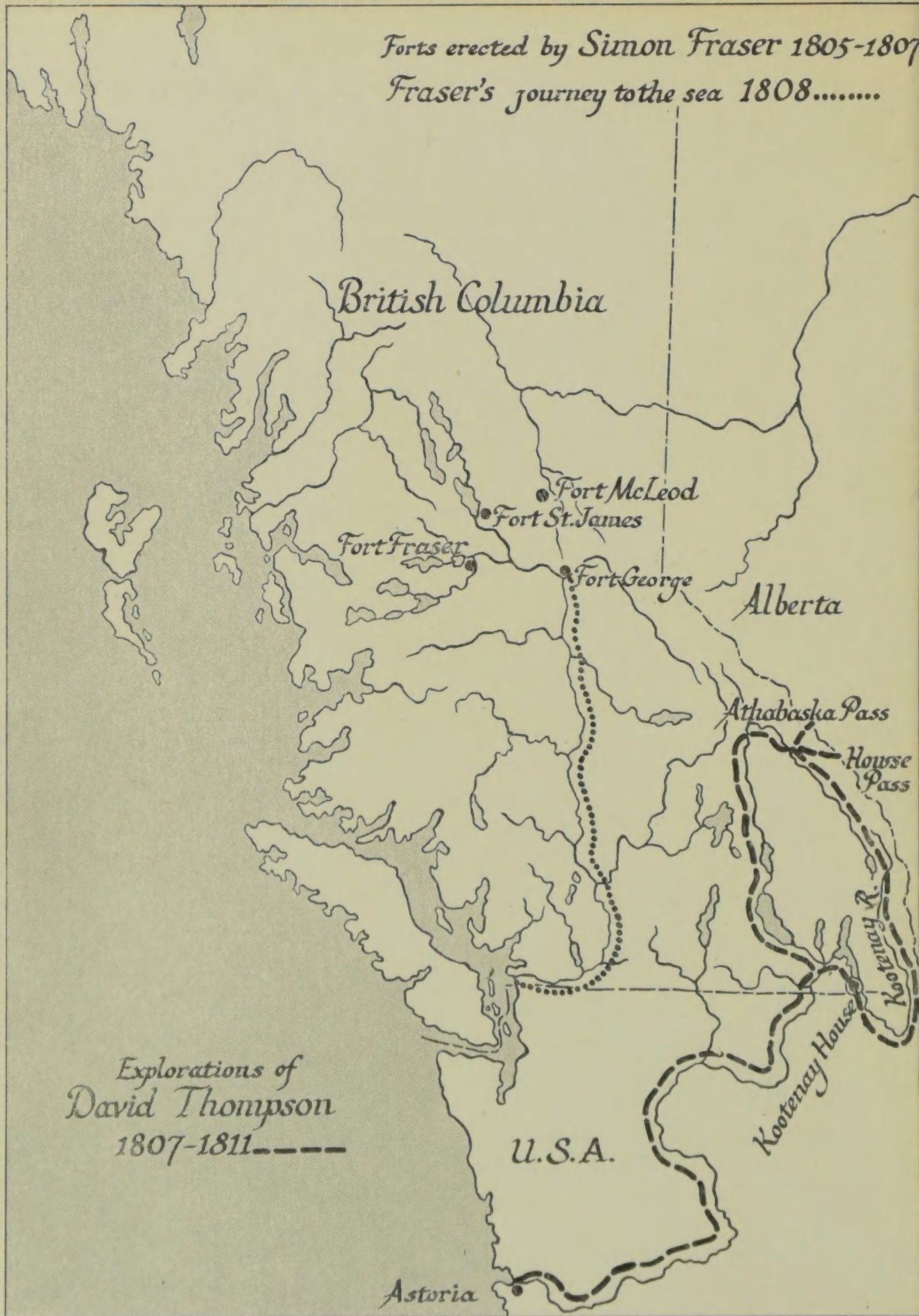
Kootenay R.

Kootenay House

Explorations of
David Thompson
1807-1811-----

U.S.A.

Astoria



*Voyage of
Alexander Mackenzie 1793*

British Columbia

Peace River

Smoky River

Alberta

Blackwater R.

Fraser River

Bella Coola R.

U.S.A.

